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PUBLISHED EVERY
MAIL DAY.
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to
any part of the world
\$1.50 per annum.

The China Mail.

ESTABLISHED 1845

June 27, 1921, Temperature 81

Barometer 29.68

Rainfall 0.17 inch

Humidity 81

June 27, 1920, Temperature 81

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No. 18,295.

一拜禮

庚申年六月廿七日

HONGKONG, MONDAY, JUNE 27, 1921.

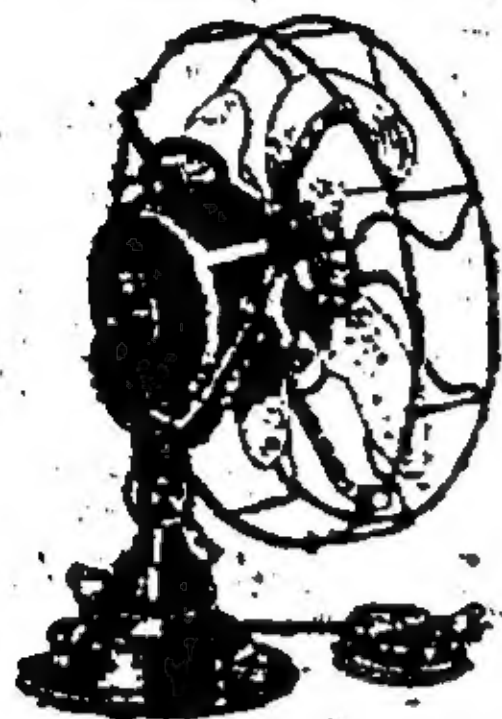
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BUY NOW.



LARGE STOCKS.

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Quaint shaped
Ladies'
Pipes in cases.

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For Every Occasion.

BACCARAT

Cut Glass.

J. ULLMANN & CO.

HONGKONG

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

DERBY WINNER DEAD.

SUDDEN DEATH OF MR. JACK JOEL'S HUMORIST.

RACER VALUED AT \$50,000.

Mr. Jack Joel's Humorist, this year's Derby winner, was found dead in his box. The estimated value of the horse was \$50,000. The opinion is expressed that death was due to the rupture of a small blood vessel a few days ago.

FRENCH NEWS.

M. CLEMENCEAU LEAVES FOR OXFORD.

M. Clemenceau has left for Oxford to receive the degree of doctor bestowed by the University.

JAPANESE CROWN PRINCE.

The Japanese Crown Prince coming from Belgium has arrived in Paris. He was welcomed at the station by representatives of M. Millerand and the Government and a number of high officials.

LORD CURZON'S VISIT.

Lord Curzon has left for London. *Le Temps* confirms the success of Lord Curzon's visit which has left an excellent impression. *Le Temps* expresses the wish that the visit may mark the beginning of a great understanding that would restore lasting peace in the Near East.

SOLDIERS FOR HARVEST.

Following M. Barthou's statement that the Rhine Army has sufficient strength to ensure France's security, the Council of the Ministry has decided to discharge the 1919 class as from June 25 in order that the discharged soldiers can participate in the harvest. —Havre.

MAN OVERBOARD.

YAU MATI FERRY TRAGEDY.

PASSENGER DROWNED.

The Yau mati ferry launch was crossing the harbour yesterday morning from Hongkong, when a second class passenger accidentally fell overboard. His cries of "save life" soon brought the launch to a standstill and life belts were thrown to him, but unfortunately before he could seize one of them, he sank and did not resurface. The launch circled the vicinity for many minutes, but finally had to give him up as lost and continue the journey to Yau mati. The body has not yet been recovered.

OPIUM RAIDS.

A WEEK-END OFFENSIVE.

Armed with opium warrants, revenue officers yesterday raided three native houses in Shaukiwan, used as opium dens, and made eleven arrests besides seizing a quantity of illicit opium. Another raid at No. 317, Queen's Road West resulted in the seizure of 15 tials of non-Government opium. Two arrests were made. Nine men were arrested in raids in two houses in Wong Lane, and opium smoking gear was seized.

SMUGGLED TOBACCO.

THREE WOMEN FINED.

That she undertook to carry the contraband in order to earn a few cents, was the answer made by a Chinese woman charged this morning before Magistrate Lindell with having had in her possession a quantity of dutiable cigarettes. The police, who described the defendant as an habitual smuggler, said that she was arrested sometime ago for smuggling two gallons of samshu into the Colony. By mistake she was sent to Canton as a beggar. It did not take her long to return to her calling. The Magistrate fined the defendant \$25 in connection with the cigarettes and \$10 in connection with the wine. For attempting to smuggle 3,764 dutiable cigarettes into the Colony, another woman was fined \$50. A third woman who had in her possession 1,100 cigarettes on which duty had not been paid, was ordered to pay a fine of \$17. In every case the contraband was confiscated.

FALL INTO STREET.

MUI TSAI'S SERIOUS ACCIDENT.

While hanging out clothes to dry on the verandah of the first floor of a house in Des Voeux Road Central, a 17-year-old maid fell overbalanced, and fell a distance of 13 feet into the street below. She was picked up unconscious and removed to the Government Civil Hospital where she now lies in a critical condition. Very little hope is entertained of her recovery.

KING EDWARD HOTEL.

REPORTED SALE.

MANAGER'S STATEMENT.

A report having been current in town for the past week that the King Edward Hotel building has been sold for a large sum to a rich Manila syndicate, a *China Mail* reporter this morning interviewed Mr. J. H. Whithell, manager of the hotel. Mr. Whithell was unable either to confirm or contradict the report. He had also heard the rumour but had not received any official notice. He thought it highly improbable, as the hotel's lease of the building had three more years to run. "But, of course, there is no knowing," added Mr. Whithell. "The sale might have been put through to take effect after the lease has expired."

LOCAL AND GENERAL.

U.S.S. "Wilmington" arrived in port yesterday morning from the North. This morning she fired the usual salute, Blackhead Hill replying with the "Tanner", which H. E. the Admiral, Sir A. L. Duff, K.C.B., has taken up quarters.

The N.C.D. was informed by the Shanghai Dock and Engineering Co., Ltd., that an arrangement has been made with the Nippon Yusen Kaisha, Ltd., to sell to the N.Y.E. their New Dock property, to be used exclusively for wharves and godowns.

It is probable that a University of Commerce will be established in Shanghai by prominent Chinese merchants. The vernacular press stated that the Chinese Merchants' Bonds Exchange has given \$150,000 as initial expenses of the University.

According to the *Canton Times*, complaints of bad water and insufficient supply are being made by people, some of whom threaten to petition the Municipality to order the water supply company to supply better water and give better service to the public.

According to the *Shanghai Journal of Commerce* Dr. John Dewey, professor of education in Columbia University, New York City, who has been in China for the past year giving lectures under the auspices of the Peking Government University, is leaving for Hong Kong on July 1, accompanied by Mrs. Dewey.

Shanghai is now entertaining Miss Estrid Orr, a leader of the Girl Scout movement in Denmark. She has been travelling since July 1920, when she left Copenhagen, and after visiting England she went to the United States, where she delivered more than 300 lectures. The remainder of her tour has embraced Japan, Hawaii, Vladivostok and Peking. Among Miss Orr's distinctions is that of holding the world's walking record, having covered 40 miles in 13 hours 45 seconds. Apart from her interest in the Girl Scout movement, she is a correspondent of the *Berlingske Tidende*, of Copenhagen.

THE DOLLAR.

To-day's closing rate 2/7 1/8
To-day's opening rate 2/7 1/8

SPECIAL CABLE.

OPERA COMPANY STRANDED.

FAILURE OF EASTERN TOURS.

THIRTY BRITISH ARTISTS AFFECTED.

(China Mail Special.)

SINGAPORE, June 27. The Royal Opera Company organised by the Eastern Tours of Calcutta has been stranded in Java owing to the failure of Eastern Tours which is refusing to pay passages to England. Thirty British artists are affected. The Press is condemning the Eastern Tours and the British Consul is taking up the matter.

BRITISH INCOME TAX.

It is stated that as a result of prolonged negotiations with the Inland Revenue, all persons receiving income through a British Trust are to be allowed recovery of tax in exactly the same way as if no trust existed. The position of residents abroad in relation to British Income Tax is, therefore, as follows:—

- (1) All British subjects can recover the whole or part of any income tax deducted from their dividends, annuities, rents, etc., for 1920-21 and in future, the exact amount depending upon their total income.
- (2) All Crown Servants, serving or retired or their widows, missionaries and persons resident abroad for the sake of health can claim as above for three years back.
- (3) Every person abroad, British subject or not, can recover the whole of the tax deducted from British War Bonds or Exchange Bonds, and Foreign and Colonial Securities for three years back, whether held in trust or not.

CHINESE AND ANGLO-JAPANESE ALLIANCE.

Cables have gone home from Canton, urging against renewal of the Anglo-Japanese Alliance. According to the *Canton Times*, the President of the Senate sent a long note to Lords and Commons, while the Chinese Associated Chambers of Commerce sent shorter ones to Parliament, to the Imperial Conference, to the Premier, London Chamber of Commerce, and to various newspapers—all saying the Anglo-Japanese Alliance disturbs the peace of the Orient, encourages Japanese aggressions, and annoys China. They speak for "the Chinese people" as a whole.

MONEY BY MENACES.

LOCAL WAREHOUSE FORTNIGHTLY.

For demanding \$20 by messages in Shanghai Street on June 24, Magistrate Orme this morning sentenced a Chinese to three months' hard labour and four hours' stocks. When a folk employed at a warehouse went on board a junk to take delivery of cargo from Canton, the defendant and another man intercepted him and demanded \$20, accompanying the demand with threats to do him bodily harm. The man pretended to comply with their demand and went away ostensibly to get the money. He consulted his employer who notified the police and one of the men, the defendant, was caught.

Advantage has not been taken, up to the present, of the leave to appeal granted by Magistrate Orme in connection with the application of Mr. P. C. Jenkin, for a rehearing of the case in which two members of the Salt Fish Dealers' and Employees' Guild were sentenced to one month's hard labour without the option of a fine for an assault in which intimidation for trade union purposes was alleged. After reminding the Magistrate that the defendants were convicted of common assault, Mr. Jenkin said that his application was made on the ground of undesirable discrimination between European and Chinese under similar circumstances, citing as an example the case in which two sailors were fined by Magistrate Lindell. Leave to appeal was granted, but the case has apparently been abandoned by the applicants, as there have been no further developments.

BUSINESS NOTICES

Wear Palm Beach Suits.

Palm Beach has washing qualities, never before equalled. No dyes are used in the material. Palm Beach shade, which is the most popular number in the Palm Beach range of Patterns. So you can feel perfect security in washing your suit as often as you please. We have in Stock Natural—Grey, and Brown.

All sizes, extra Trousers with each suit as required. \$45.00 suit.

MACKINTOSH & CO., LTD.

16 Des Voeux Rd. Phone 29.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road.

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"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers.

The Blue Bird and

The Gracco Egyptian Tobacco Store.

Or from

The Gladale & Ferramis Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

ESTABLISHED 1900.
TELEPHONE 2843.

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DISS BROS.
ALEXANDRA BUILDINGS.

JUST RECEIVED.

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Tel. 345

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LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY, June 30, 1921.

Commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Very Fine and Superior Selection of Genuine Old Curios.

(Best arrived from Shanghai).

Comprising:—

Porcelain Vases, Ginger jars, Beakers, Bowls, Wine cups, Josses, Wall plates, Jaded panels, Flower pots of Kanghi to T'owkung Periods.

Enamelled and cloisonne Plates and Vases. Gold lacquered ware, Bronze vases and incense burners, Crystal, Agate and Jade figures and ornaments. Scrolls of Teeng, Sang, Yuen, Ming and Tsing Dynasties.

Also

One Large Celadon vase—Kanghi, One Large Agate Lick, One White Goddess of Mercy—Ming, One Large Blue and White vase—Ming.

And

A few pieces of Scotchwood Redwood.

N.B. The above are sold with a week's guarantee as to correctness of description of Periods and Dynasty.

Terms:—Cash on delivery. Catalogues will be issued. On view from Wednesday, the 29th June.

LAMMERT BROS., Auctioneers.
Hongkong, June 25, 1921.

THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 1st June, 1921.

1920	1921
System C. 1st. Below overflow	Level with overflow
System B. 1st. Below overflow	Level with overflow
System A. 1st. Below overflow	Level with overflow
System D. 1st. Below overflow	Level with overflow
System E. 1st. Below overflow	Level with overflow
System F. 1st. Below overflow	Level with overflow
System G. 1st. Below overflow	Level with overflow
System H. 1st. Below overflow	Level with overflow
System I. 1st. Below overflow	Level with overflow
System J. 1st. Below overflow	Level with overflow
System K. 1st. Below overflow	Level with overflow
System L. 1st. Below overflow	Level with overflow
System M. 1st. Below overflow	Level with overflow
System N. 1st. Below overflow	Level with overflow
System O. 1st. Below overflow	Level with overflow
System P. 1st. Below overflow	Level with overflow
System Q. 1st. Below overflow	Level with overflow
System R. 1st. Below overflow	Level with overflow
System S. 1st. Below overflow	Level with overflow
System T. 1st. Below overflow	Level with overflow
System U. 1st. Below overflow	Level with overflow
System V. 1st. Below overflow	Level with overflow
System W. 1st. Below overflow	Level with overflow
System X. 1st. Below overflow	Level with overflow
System Y. 1st. Below overflow	Level with overflow
System Z. 1st. Below overflow	Level with overflow

Consumption of water in the City and H.K. District in millions and decimals of gallons during the month of May.

1920	1921
Consumption	25.04 24.46 m. g.
Estimated population	250,000 245,000
Consumption per head	25.4 25.9 gallons

Constant supply in all districts during May of both 1920 and 1921.

LOWTOWN WATER WORKS LEVEL.

1920	1921
Consumption	10.25 10.75 m. g.
Estimated population	100,000 105,000
Consumption per head	10.9 10.2 gallons

The Government Analyst's reports show that the water is of excellent quality.

Public Works Department.
T. L. PERKINS.
Water Authority.

THE "CHINA MAIL."

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses, and any communications addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be sent on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$25 per annum; per quarter and per month "pro rata".

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 10 cts. per copy.

The "China Mail" is delivered free at subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage 25 cts. per annum extra. Single copy twenty-five cents each.

Advertisements and Additions to Advertisements on Pages 2, 3, 4, 5 and 6 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Advertisements and Additions to Advertisements on pages 1, 4, 5 and 10 should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 10 cts. per copy.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until otherwise ordered.

Telephone Address: "China Mail" Hongkong Office A.C.C. 5th Edition.

THE CHINA MAIL.

INTIMATIONS

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for infants which keeps good in quality during Hot weather (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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Sole Agents for Hongkong and South China.
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Telephone Nos. 12.

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Great Varieties of used and unused

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No. 10, Wyndham Street,
P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE TO ORDER.



CHERRY & CO.,

Opposite Hongkong Hotel
Telephone No. 491.
Hongkong, March 30, 1914.

TANG YUK, DENTIST.

Successor to
the late SIEN TING,
14, D'Almeida Street.
TERMS VERY MODERATE.
CONSULTATION FREE.

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Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.
Coal Contractors
General Brokers.
PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction (for account of the concerned)

TUESDAY,
June 28, 1921, commencing at 2.30 p.m. at their Sales Rooms, No. 4, Des Vaux Road, Corner of Lee House Street.
A Consignment of **WHITE GOODS**.
Comprising—
Ladies' and Gent's Handkerchiefs, Damask Table Cloths 60 and 68 inches wide, Serviettes, Turkish and Huckaback Towels, Bed Quilt, Bed Valances, Bedspreads, Pillow Cases, Cotton Calico, Delft, Tray and Glass Cloths, Shirtings, Shavings 72 and 90 inches wide. Bed Sheets.
Etc., etc., etc.

HUGHES & HOUGH,
Auctioneers.
Hongkong, June 22, 1921.

TUESDAY,
June 28, 1921, commencing at 2.30 p.m. at their Sales Rooms, No. 4, Des Vaux Road, Corner of Lee House Street.
TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTRADES, CARPETS,
Etc., etc., etc.

Comprising—
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Card and Occasional Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, Etc. (fumed Teakwood), Sideboards, Dinner Wagons, Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, Etc., Bath Room Utensils, Electro-plated Ware, One American Ice Chest, Electric Reading Lamps, Screens, Sundry Blackwood Furniture, Chairs, Cabinets, Pictures, Etc.

HUGHES & HOUGH,
Auctioneers.
Hongkong, June 22, 1921.

KERMATH
Standardized in Every Part
The Kermath Motor Engine has been standardized over 100 times by the U.S. Army. Every part of every Kermath is interchangeable.
When you want a new part you can get it easily. Every part of every Kermath is interchangeable.
A complete set of parts is stock for your immediate needs.
4 to 40 H.P., 4 cylinders, 4 cycle Engines only.
Price: \$224.00, Delivered.
Jardine, Matheson & Co.
SHANGHAI, CHINA.
Kermath Manufacturing Co.
Detroit, Michigan
Cable Address: KERMATH

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Famous the World Over
Book on "Dog Diseases, their Care and How to Feed"
Mailed free to any address
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Agents: **WILLIAMS & WATKINS**
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MASSAGE.
Mr. H. N. D. and Mrs. H. N. D.
10 years' experience.
No. 24, Wyndham Street.
(Opposite the China Mail).

INTIMATIONS

NOTICE.

THE Owners of Trucks, Trolleys, Carts and Vans, are HEREBY NOTIFIED that their VEHICLE LICENCES are due for renewal on July 1st, 1921.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, June 21, 1921.

SALE by tender of W.D. Vessel "HERCULES"

TENDERS are invited for the purchase of the above named vessel with Engines and Boilers and various spare stores.

Tender forms will be issued on application to the undersigned.

Tender forms to reach the Ordnance Office, not later than 12 noon 12th July, 1921.

The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.

Particulars of the vessel are—
Steam vessel.
Displacement tonnage 170.

Length... 85 feet.
Beam... 17 feet 3 inches.
Depth... 10 feet 3 inches.

Horse Power... 350.
Knots... 10.
Working pressure per square inch... 150 lbs.

Engines by Cox & Co., Falmouth.
Vessel built at Falmouth.
Conservation of vessel. Wood up to water line, iron plated above.

Approximate carrying capacity—
25 Tons or 100 Passengers.

E. G. SPINKS, CAPTAIN,
Ordnance Officer.
R. A. S. C. Depot,
Queen's Road East.
Hongkong, June 10, 1921.

NOTICE.

WE have this day appointed Mr. STABLEY JEN, Secretary of the Company with power to sign per procuration.

THE UNION TRADING CO., LTD.
Hongkong, June 20, 1921.

NOTICE.

THE Underigned, having changed his residence from Hongkong to Macao at the beginning of the month of May last, and having on that occasion agreed with his creditors in Hongkong to settle his accounts in the locality of his new residence, and not having up to date received any collecting documents, invites all his creditors to present their bills to the Banco Nacional Ultramarino (Macao) from the 1st to the 5th of July next, so that they may be paid immediately.

RODRIGO MARIN CHAVES.
Macao, June 24, 1921.

FANCY DYEING
IN
SHADES
TO MATCH YOUR
COSTUME

Stockings, Laces, Nets,
Chiffons, Fringes,
Braids, Tassels, etc.

Our established reputation as Expert Dyers insures perfect matching of shades and proper treatment of delicate or rare expensive fabrics.

ALFRED HARDY & CO.
DYERS
and
DRY CLEANERS

Agents:
DISS BROS. TAILORS.

WANT ADVERTISEMENTS

25 WORDS & INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents for 8 insertions.

WANTED.

WANTED:—From November FURNISHED HOUSE, on the Peak. Apply Box No. 1296, c/o "China Mail."

FOR SALE.

FOR SALE.—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Road from Ferry. For plan & further particulars apply Box 1288, c/o "China Mail."

POVERTY'S \$500.

DEATH REVEALS SECRET.

OLD MAN'S HOARD.

Admitted to Southmead Union Infirmary in a dying condition, John Palfrey, a Bristol septuagenarian, was found to have tied around his neck a stockings-shaped bag made of sacking, containing securities for over \$500.

Palfrey, although well connected and a man of education, had dissociated himself from his family and had long been living in a common lodging-house in a slum district, having apparently only enough means for bare subsistence.

Among those with whom he lived he was very reserved, and they never suspected that he was a man of comparative wealth. Only when he fell ill and was removed to the infirmary was the secret revealed, death robbing him of the comforts which he might have enjoyed in later days.

DARK CLOUDS WITH SILVER LININGS.

LORD ASKWITH'S OPTIMISM.

Lord Askwith, speaking at a meeting of the Middle Classes' Union, held at 79, Eaton-square, S.W., recently, said people had said that the blackest clouds were gathering, and that none showed any silver lining. There were troubles in India, Ireland, on the German frontier, and the last blow was the holding up of the most vital industry of this country; but the silver lining of these clouds had shown themselves. Everyone welcomed the meeting of those two leaders in Ireland; and everyone would welcome any sign from the Rhine which would make it unnecessary to occupy the Valley of the Ruhr. Favourable signs had come from India, but there were no favourable signs with regard to our own industrial trouble. The middle classes must be organized to take a definite stand against the extremist sections of the community. It was only by economy that money could be got wherewith to pay taxes and reduce the public debt and thereby reduce taxation in the future. Without organization it was impossible to do anything, but with a union like theirs, increasing by its membership by leaps and bounds, they must realize that there was the intention of the middle classes to work together for a wise and definite purpose for the salvation of the country.

PEEVISH GIRLS.

It isn't their fault.

Asking, how many girls "can't get on with Mother?" They are peevish and cross, often in bed with a sick headache, and contrast to the bright children they were a year or two ago. Those pale lips, backaches, breathlessness and languor tell the whole story to an observant eye. She is growing into womanhood and Nature is asking more of her than she is fitted to bear. Her studies or the light work that she can do wear her out. She has pains and aches that no one pities, because she has grown melancholy and silent. She has queer fancies; will not eat when the refectory is full, or takes a whim for some unnatural thing like raw rice or eels, or something else. Naturally, her temper would be bound to suffer. It isn't your girl's fault that she is peevish. She has become bloodless. Give her a little of the rich, red blood that Dr. Williams' pink pills are famous for making, and you will soon see the difference. It will show first in her better appetite and better temper; then her colour will improve and her eyes regain the lustre of health. Bright spirits will take the place of her melancholy and languor.

Thousands of girls the world over have been built up in this way by Dr. Williams' pink pills. They are equally good for men. They are equally good for women at all stages of life. Get a supply from your doctor or direct from The Dr. Williams' Medicine Co., 60, Southview Road, Shanghai, price 1/6 per bottle, 2/6 per 1/2 dozen, post paid. The helpful booklet, "Pink Pills for Women," will be sent to you free in response to a postcard request.

STORY OF SILVER.

(Continued from Page 2.)

WHEN THE FALL CAME.

By March 17 cash was down to 65d. The East failed to support the market adequately, being already overstocked. As silver fell the pound sterling appreciated, and the glut of silver in London was so great that the refiners were unable to cope with the work. The failure of the U.S. mint to purchase under the Pittman Act further helped depreciation until, at the end of June, when the price had fallen to 44d., tenders were called for. Under the Pittman Act only American produced silver can be bought by the mint, and the delay in getting into the market when silver fell below a dollar was due to the difficulty of deciding on what could be correctly described as American silver. Now New York has two sets of quotations: "domestic silver" and "foreign silver."

Heavy demand from India and China drove the price up to 63d., where it was checked by legislation enabling rupees to be exported when their external bullion value exceeds their currency value; plus, of course, the cost of shipping, refining, and lost interest. Until the end of the year China had to try to hold up the market, which continued to fall steadily. This was a particularly difficult operation because her demand was purely speculative, her export trade being completely disorganized. By November she was unable to carry on the unequal struggle, with an endless flow of demoralized money, a Mexican output estimated at 90,000,000 ounces; and the Indian bazars selling the metal down. The famine in north China was the final disaster, so that December saw silver under 40d., or less than half the price at which the year opened. At the time of writing cash silver is 34d.

SAFE, SURE, ALWAYS CURES.

Do not suffer from jump colic or pain in the stomach when Chamberlain's Colic and Diarrhoea Remedy is given to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attack of this kind. For sale by all Chemists and Druggists.

Did you ever
look at the back
of this package?



This is
why
They Satisfy
—and the blend can't be copied

Chesterfield
CIGARETTES 20 for 20 cents
In air-tight packages. Also obtainable in round tins of 50, vacuum-sealed.
LIGGETT & MYERS TOBACCO CO.

KING 8

For the man who desires elegance, comfort, power, durability and mechanical perfection combined with great economy of fuel

ELEGANCE—Each of the four body models possesses distinctive stylishness of design and finish.

COMFORT—King Cantilever Springs absorb all shocks, and the natural body curves of the upholstery afford unusual restfulness.

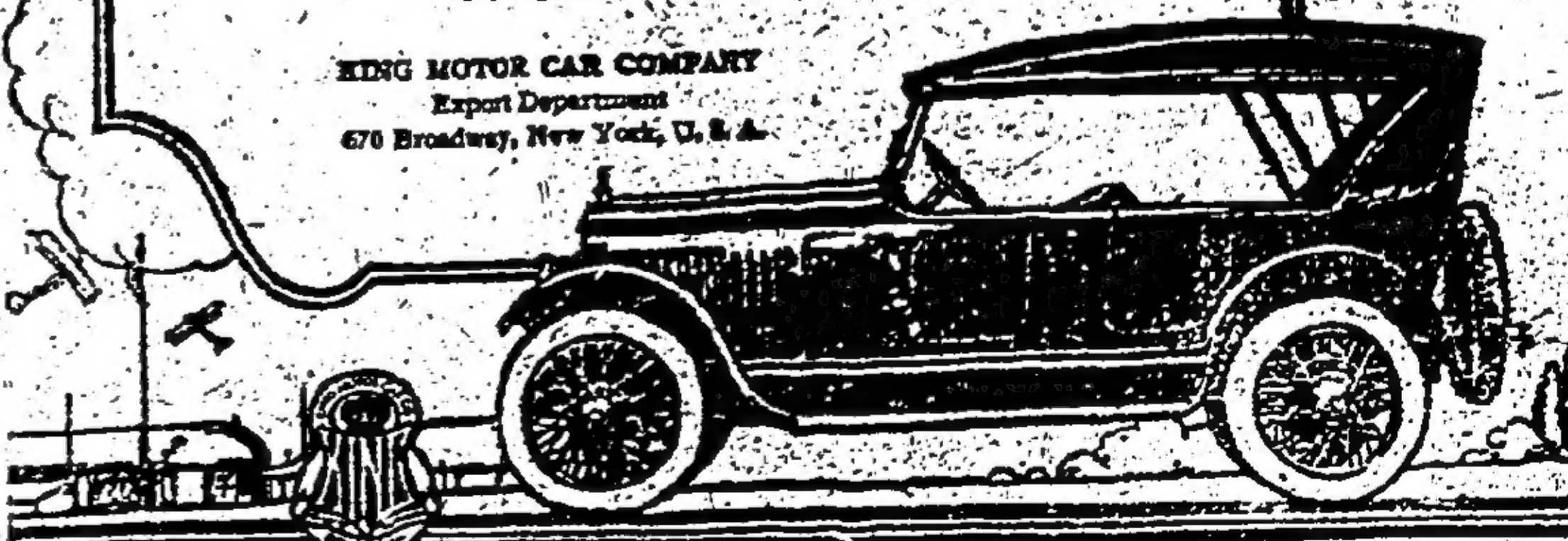
POWER—The powerful but economical eight cylinder engine takes the steepest grades without gear shifting.

DURABILITY and MECHANICAL PERFECTION are the result of careful construction and pioneer experience in the manufacture of eight cylinder cars for world-wide use.

KING buyers run no risks

ARKELL & DOUGLAS,
38 Canton Road,
SHANGHAI

KING MOTOR CAR COMPANY
Export Department
670 Broadway, New York, U.S.A.



CHAMBERLAIN'S PAIN BALM.

A touch of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the home the pain of burns and colds may be promptly relieved, cuts and bruises quickly healed and swellings promptly reduced. In fact, for the household it is just such an all-arounder as every family should be provided with. For sale by all Chemists and Druggists.

Indian Vegetable Seeds in Collections.

As the utmost care and attention exercised by us in growing Tropical Vegetables to obtain pure, plump and fertile seeds of highest perfection and to collect them in all seasons thoroughly testing their germinating power before supplying from our large well equipped stores have placed us foremost in rank to send out seeds in large quantities throughout the Agricultural World, we can best ourselves to announce to our new customers only that they might kindly see how much the above words are true. The following special collections are all liberally filled in, and packed in hermetically sealed boxes for export.

Collections:—
1. For a Family Garden. Price 2/6.
2. For a Small Garden. Price 1/6.
3. For a Large Garden (For Gardeners, etc.). Price 2/6.
We supply all sorts of Economical, Industrial and Commercial Seeds.

Apply to The Secretary, GENERAL SEEDS & PLANTS STORES CO., "HARRISON" Building, 40, Box 409 G. P. O. CALCUTTA.
H. B. MAYER, LONDON 2011, Specialist in all kinds of seeds, full germination 8-100 per cent. Foreign Seeds—Cereals, fruit and forest seeds. Grow healthy, strong and rich growing, perfect ripening a year or more per year. Foreign Seed, Foreign seeds, price guaranteed, by any country in the world, seeds and flowers in. 100 per cent.

SPARKLING MINERAL WATER.

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An exact reproduction of a well known spa. Blends perfectly with spirits, especially Whisky.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

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**JUST ARRIVED
FROM PARIS
EVENING AND AFTERNOON
GOWNS.**

ALSO
OUR NOTED
SILK HOSIERY
AND
AMERICAN LADY
CORSETS.

We Specialize in
Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
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INSPECTION SOLICITED

DER A. WING & CO.
60, Des Vaux Road, CENTRAL.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, MONDAY, JUNE 27, 1921.

RENT PROFITEERS.

We have been requested to consider the argument that the Government "is as much to blame as anybody" for the acts of those Hong Kong landlords who, upon the announcement of an increased house tax, promptly gave notice of rent increases bigger than the tax. The argument is based on the fact that when the Government in the time of war first imposed that seven per cent. super-tax, they took special pains to make the collection by the landlords of any larger sum a punishable offence, whereas on the occasion of the re-imposition, they took no such precautions. We deplore that neglect of course. The Government's precaution in the first instance shows that they were aware of the character and disposition of the Hong Kong house profiteers, and they had not been given any ground for supposing that a change of heart had occurred. But though the omission to safeguard the tenants as they were safeguarded before may be admitted as a fault, that is a very different thing from the proposition that the Government were "as much to blame as anybody." On that analogy, the policeman who happens to be looking the other way at the time is as much to blame as the local bangle-snatcher. No contributory negligence (even by the newspaper watch-dogs of the Colony) can diminish the culpability of the gang whose rapacity is at long last to be thwarted. A robber remains as a scoundrel as a robber, whether the highway be properly patrolled or not. Although we have professed our willingness to look a gift-horse in the mouth, we must mention that we

have been much struck by the statement that the Government did not know this robbery was going on until it became itself a victim, as tenant of premises it houses some of its servants in. Does our Government, then, bury its head in the sand like the mythical ostrich of the adage? Does it habitually turn a deaf ear to the heart cry of the people? Does it absolutely ignore the newspapers? If so, we hope this will be a lesson to it. The newspapers may have faults. So, God knows, have the people we serve, and whom the Government is supposed to serve. That does not absolve the Government of its duties and responsibilities. If the newspapers make noises, the officials should know that they are echoes of noises first made by the people. Where there is smoke there is fire, and where there are popular noises any efficient Government ought to conclude there is work for it to do. Hong Kong people, Hong Kong trade, Hong Kong prosperity, have been attacked by parasites: some Government antisepic has been long needed. The *China Mail* published the diagnosis long ago, and has frequently repeated it. Now let the Government which has at last awoke to the disease take a hearty interest in the case. Let it not dream of one single nostrum, one patent medicine of its own concoction, but do as the keen General Practitioner does, go thoroughly into the case, studying the patient's constitution, temperament, habits, diet, etc. That is not, perhaps, the perfect analogy, because we are aiming at certain Government characteristics that we have frequently spoken of, in connection with the housing problem. Our Building Authority's requirements have been too exacting in the past, and should be eased. Especially in the outer districts there is less need for expensive requirements: a rural or suburban home may be safely permitted that is less costly in type. The Land Authority is to us quite frank

ly a mystery. What is it after? What does it want? A person sees a site (say) just beyond Shaukiwan, on the new road round the island, and proposes to erect a home on it. He goes to the Land Authority, and either gets terms quite prohibitive, or is told that "we" have decided not to sell any land thereabouts just yet. Such pioneers should be welcomed, not discouraged. They should receive every courtesy, consideration, and even help. The Government has boasted of opening up more new sites. Why should it play dog-in-the-manger with sites less new? We conclude that it wasn't really convinced of the need for more houses—that it just boasted of the new sites as an excuse for spending so much money on new motor roads. The community needs more houses. All communities do, that grow, but Hongkong (and Kowloon) are exceptional illustrations. More houses are needed, not only by the augmented population, but to compensate the artificial and arbitrary scarcity that has been engineered by the interests.

LOCAL AND GENERAL.

One fatal case of enteric fever, Chinese, was reported on Friday.

Three cases of plague (one fatal) were reported on Saturday. All three cases were Chinese.

Consignees are reminded that goods from the K.P.M. "Van Cloon" not cleared by tomorrow will be subject to rent.

Mr. J. A. Thomas, vice-president of the Chinese American Bank of Commerce, arrived in Shanghai during the week-end.

The White Star Company's profits are £1,372,000, compared with £1,746,000 the previous year. The dividend is 15, compared with 20.

Information has been received from the Chinese military authorities to the effect that, hostilities with Kwangsi having commenced on the West River in the vicinity of Kai Shou, it is dangerous for vessels to navigate in that locality, and vessels are consequently recommended by the Harbour Master at Canton temporarily to cease plying in those waters.

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Particulars are given in our advertisement columns of a consignment of white goods to be sold by Messrs. Hughes and Hough at their sales rooms, No. 8 Des Vaux Road, Corner of Ice House Street, tomorrow afternoon, when they will also auction teak and blackwood furniture, brass and teakwood twin beds, carpets, etc.

A regular service between Hongkong and Swatow by the s.s. "Hydrangea" is advertised in this issue by the Chin On s.s. Co., of 205 Wing Lok Street. The vessel, which has excellent accommodation for first class passengers, sails every Monday and Thursday at 5 p.m. and returns every Tuesday and Friday at 5 p.m. Captain A. Jenkins, is master.

The June number of the *Yellow Dragon*, the Queen's College Magazine, just to hand, is as readable as usual, containing, besides School Notes, a very interesting article on "Should Capital Punishment be Abolished?" by J.E., of Class I. In this number, "A Song of the O.C.C." and the music of the Chinese National Song, the "Kwok Ko," are also given. Other items of interest are a report of the presentation of drawing prizes and medals for Small Boys' Basketball League, and O.R.A. Swimming, and Chinese Boxing Notes.

Mr. J. Swire, the Senior Director of Messrs. Butterfield and Swire, with Mrs. and Miss Swire, arrived at Kobe on June 6. In the course of an interview with the representative of the *Yoshin Nippo* Mr. Swire said his visit of Japan was solely on pleasure. While in Kobe Mr. Swire visited the Shioya residence of Mr. W. J. Robinson (Messrs. Butterfield and Swire's manager in Kobe). He was expected to go to Kyoto very soon and will stay in Japan until the end of this month.

A Belgian visitor from Peking reported to the police about midnight on Saturday week that, about an hour and a half earlier, he left in a motor car a leather wallet containing 8,200 francs, ten £10 notes, £10 and a passport. Search was at once made for the missing car and at about 2.30 a.m. the same was discovered outside the Shanghai-Nanking Railway station. The wallet was found lying in the car where it had been left, and was returned to the owner with its contents intact.

LOCAL SHIPPING EVILS.

SMUGGLING AND PILFERING.

A SUGGESTION FOR PREVENTION.

SHIPPING MEN INTERVIEWED.

It was urged by the *China Mail* a fortnight or so ago that, as a practical step towards the prevention of smuggling on steamers, a new regime of strictness as regards discharges should be begun. Since then inquiries have been made with the object of ascertaining just how that much desired end might be achieved.

It occurred to us at the time that there was something wrong with a system which apparently permitted a man to sign on a ship without showing a guarantee of any sort from his last one and so we looked around for a possible remedy. Obviously, it seemed, an ordinary discharge paper would be quite worthless in the case of Chinese crews and would invite abuse. But why should not a regulation be framed insisting that every Chinese who sign on a British ship in Hongkong must carry a discharge book bearing a duly authenticated photograph of himself? Every time he left a ship his discharge book could be produced and upon it the master could record his opinion of the man's character and efficiency. And then when he went to a new ship his book would be inspected and his employers given an opportunity of judging what manner of man they were signing on. Failure to produce discharge papers would then, as it usually does now in the case of white officers, be regarded as a suspicious circumstance and preference could be given to the man who furnished a satisfactory record.

With the object of ascertaining just how far such an innovation would prove acceptable a reporter was despatched to interview a number of interested people on the subject. Jardine Matheson's marine superintendent hailed it at once as "a good idea" and Captain Innes of Butterfield and Swire, another sound nautical expert agreed that there was much to commend it. Captain Dawson of the C.P.O.S. told the reporter that his company already had such a scheme in operation. Turning to official agencies the reporter sought out the Harbour Master and asked him what he thought about it. Lieutenant Hake, was not to be inveigled into giving an official opinion but the C.S.P. without any hesitation dubbed it "an excellent idea."

From the result of these interviews it is apparent that the innovation would be welcomed and that it would prove a helpful factor in achieving the object in view. There is a very great deal indeed in its favour and we know of nothing, that can be urged against it. "Shipping," we are ever being reminded, is "the life blood of the Colony." Well, opium smuggling and pilfering are two noxious bacilli that are impoverishing our lifeblood and here is a remedy which is considered by specialists with their finger on the patients' pulse to be capable of destroying the germs. It is up to our unofficial Council members to take the matter up strongly with the Government and to see that the remedy is applied.

HARBOUR PATROL INADEQUATE.

When the matter was mentioned to Jardine Matheson's superintendent (Capt. F. T. Wheeler) he agreed at once that it was "a good idea." "At present" he told the interviewer "we have no means at all of inquiring into the credentials of Chinese crews and a discharge bearing a certified photograph would certainly be a factor in the prevention of smuggling." Invited to outline his idea of the form which the proposed discharge should take, Captain Wheeler suggested that the Chinese should each be issued with a discharge book in the front of which would be inserted the man's photograph, duly stamped by the Mercantile Marine Office. The book should be burgled, furnish a continuous record of the man's character and efficiency, each entry being signed by the master and certified by the Superintendent of Shipping and officially "chopped" in order to prevent forgery. Then if a Chinese was dismissed for smuggling the fact would be recorded on his discharge and any company re-employing him would know what sort of man they were taking on. Asked about the position of European officers Captain Wheeler said that of course when a man came to the company and asked for a job the production of proper credentials was always insisted upon. Once they joined the service however they usually did not worry much about getting discharges when transferred from one ship to another but on leaving the service they generally made sure of obtaining a certificate of service from the marine superintendent covering the whole period.

"There is another direction," Captain Wheeler pointed out in which these discharges would prove a useful factor and that is in regard to pilfering which at present involves us in a loss of thousands of dollars every year. From cases which have

occurred in this line lately I feel certain that in many instances some of the crew must be acting in collusion in order to get away with different articles of the ship's equipment. Only the other night a coil containing 70 fathoms of rope was taken from one of our ships and we have lost several coils like that this year. The frequency with which these thefts occur suggests, for one thing, that the night patrol of the harbour by the police is quite inadequate. They have neither the men nor the boats at present to do it properly. Captain Wheeler said he knew of a case some time ago when a ship in the harbour had had its propeller stolen. "Surely," he pointed out, "the harbour can't be properly patrolled when that sort of thing can happen."

WHO PAYS FOR PHOTOGRAPH?

Captain Innes, Butterfield and Swire's marine superintendent approached the subject, when interviewed, with a certain degree of caution. "Yes," he said when the proposal was outlined to him, "that's all very well—but who's going to pay for the photograph?" The reporter said that that point would doubtless be decided by the shipping authorities. "Well," the Captain said, "I don't see any objection to the proposal. The photograph system is in operation on vessels trading to Australia and I don't see why it shouldn't work here." He wanted to know what would happen in the case of a man who was sent to jail for smuggling or pilfering and the reporter pointed out that circumstance would assuredly be entered on his discharge. Captain Innes agreed that it would be a handy thing to have that information. "And of course," he added, "if a man couldn't show us a discharge we would naturally think that there was something wrong just as, if a white officer comes to us for a job and can't show us any papers we usually have nothing to do with him." "Yes," the Captain added reflectively, "May be it's not a bad idea. Anyway I see no objection to it."

THE C.P.O.S. SYSTEM: PHOTOGRAPHS USED.

"We already have a system of photographs working satisfactorily in connection with our Chinese crew," Captain J. Dawson, marine superintendent of the Canadian Pacific Ocean Services Ltd., informed the reporter. It was found necessary to introduce a system, Captain J. Dawson explained, in order to prevent infringement of the strictly enforced Canadian and American immigration laws. He said that whenever a Chinese was dismissed the service for disciplinary reasons his photograph was circulated among the various ships and offices for filing on the company's "black list." All photographs are carefully checked off with the members of the crew before a C.P.O.S. boat is allowed to sail and consequently, the Captain pointed out, very little trouble is experienced.

Questioned about pilfering Captain Dawson said that here again the company had not much to complain about, thanks to its system of police and detectives who worked under a guarantee system and had to make good any deficiencies.

HARBOUR PATROL STRENGTHENED.

Asked for his views the Captain Superintendent of Police (Mr. E. D. C. Wolfe) said it appeared to him to be "an excellent idea" and that he was glad to see shipping men supporting it. The police, he said, had the photograph system operating in connection with the issue of licences to motor drivers, hawkers, etc., and it worked very well. Referring to the subject of harbour patrols, the C.S.P. said he had been giving the matter a considerable amount of thought for some time and he was glad to be able to announce now that he had just obtained the Government's sanction to put another launch on patrol work. As soon as that boat was in commission, they would have three launches working continuously in the harbour—two on beats and one on general patrol. It was also hoped that as soon as passport examination work was dispensed with other boats would be available for patrol work.

[Another strong argument, this, against the continuance of passport examination work.]—Ed. C.M.]

HARBOUR MASTER NON-COMMITAL.

The suggestion was brought under the notice of the Harbour Master Lieutenant Conway Hake R.N.R. but he was not prepared to express an official opinion at that stage. In reply to a question he said that all Coxswains of motor launches were given licences which bore photographs of the men concerned and this enabled the police to prevent unqualified persons assuming control. Mindful of Captain Innes' query, the reporter inquired who paid for the photographs. The Harbourmaster said that the men supplied it and they also purchased their licence boats.

COMPANY MEETING.

BANK OF EAST ASIA LTD.

CAPITAL INCREASED.

An extraordinary general meeting of the Bank of East Asia Ltd. was held at its registered office, No. 2, Queen's Road Central, at 3 p.m. on Saturday, June 23. The meeting was presided over by Mr. Pong Wai Ting and there were present the Directors of the Company and a number of shareholders.

The Chairman, Mr. Kan Tong Po, having read the notice convening the meeting.

The Chairman said:—Gentlemen,—You are called here today to consider the following resolutions in order to give authority to your Directors to increase the capital of the bank from two million to ten million dollars. Before I move the adoption of these resolutions I desire to make a few remarks showing the growth of the bank since its opening. The bank was organized and incorporated under the Hongkong Ordinances in November, 1918, and opened for business in the early part of January the next year. As reflected in some of the important alterations in the last balance sheet, the bank has been making remarkable progress since that date. A branch was established in Shanghai last year, and another was opened in Saigon recently. The Bank has now secured its new premises in Hongkong which will be ready for occupation next month. Therefore, after careful consideration, your Directors are of opinion that the increase of the capital of the bank is absolutely necessary in view of the increased volume of business of the bank and its policy of establishing more branches in the near future. Although your Directors are seeking authority to increase the capital to 10 million dollars they propose now to issue shares up to 5 million dollars only. With these few remarks I beg to propose the adoption of the 1st resolution:—

"That the Capital of the Company be increased to ten million dollars by the creation of 80,000 shares of \$100 each divided into five Founder shares of \$100 each and 79,995 ordinary shares ranking pari passu as from the date of allotment (proportion of interest and dividend in respect of the same for financial year being calculated and payable from the date of allotment only) with the existing ordinary shares in the Company and the Founder shares ranking pari passu as from the date of allotment (proportion of interest and dividend in respect of the same for the financial year being calculated and payable from the date of allotment only) with the existing founder shares in the Company."

This resolution on being seconded by Mr. Fung Ping Shan, was unanimously carried.

The Chairman then proposed the second resolution:—

"That the Agreement dated the 21st day of May, 1921, made between Kan Chin Nam of the first part, Fung Ping Shan of the second part, Peter Kingston Kwok of the third part, Ng Chang Luk of the fourth part and Huynh Tai of the fifth part, Pong Wai Ting, Li Tse Fong, Chan Ching Shek, Kan Tong Po, Chow Shou Son, Kan Ying Po, Li Koon Chun, Wong Yun Tong and Mok Ching Kong of the sixth part, and the Bank of East Asia Ltd. of the seventh part be and the same is hereby adopted, ratified and confirmed and the Directors be and are authorized to dispose of the five new Founder shares and the 12,500 new ordinary shares in the said agreement referred to in manner provided for in the said Agreement."

This resolution on being seconded by Mr. Chow Shou Son was unanimously carried.

The Chairman then proposed the third resolution:—

"That out of the remaining 67,495 new ordinary shares the Directors be and hereby are authorized to dispose of 17,495 shares at such time or times to such person or persons and upon such terms as the Directors may think fit."

This resolution on being seconded by Mr. P. K. Kwok was unanimously carried.

The Chairman then proposed the fourth resolution:—

"That should the Directors in their absolute discretion be of opinion that the financial position of the Company shall warrant it the Directors be and are authorized on the 30th day of June, 1921, to place a sum of \$500,000 out of the profits of the Company to the Reserve Fund thereby increasing the Reserve Fund to \$1,000,000 and at such time as the Directors shall deem advisable to capitalize the same and declare a bonus of \$50 per share on the shares of the Company at present issued and to satisfy such bonus by distribution amongst the persons who are registered as holders of the present issue of \$100 shares in the Company on a date to be hereafter settled by the Directors of the new ordinary \$100 shares in the Company entitled as fully paid up

END OF MANNIK.

LETTERS REJECTED.

A very long letter by "Fortis est Veritas" has gone into the *China Mail's* W. P. B. "Now that Mannik has left our shores," the writer says in his opening paragraph, "I hope the matter has dropped." It is with the idea of helping the fulfilment of that hope that the hopeful hope's letter has also dropped—into the wickerwork.

Another letter rejected was from "A Poor Tenant." The main reason for not printing it was that "Poor Tenant" is also a poor letter writer, and has nothing material to say except that he read our leading article. Rumours have reached us during the week-end that there were others who did that.

SEEING THE JOKE.

The gentleman who annoyed the partner of his bed by laughing heartily in the middle of the night, and explaining that he had just seen the point of a conundrum he heard at a party the Christmas before last, is now a member of our community, and is a contributor to the *Daily Press*. He does not question Mr. Claxton's announcement in the Government Gazette, published by us on Saturday, that the month of July has 31 sunsets and 31 sunsets, but he stipulates that the Gregorian calendar must be implied in any such statement. After turning up *Clavius* (Romani calendar), *Gregorio XIII. P.M.* (resolvi explicatio) and giving the matter our most careful consideration, we are disposed to regard that as reasonable. That, however, will not prevent the editor of the Government Gazette from repeating these reports every month. May we venture a mild reproach of our contemporary for not mentioning that its quotation was from the *China Mail*? We like to have any credit we deserve.

DYNAMITE FISHING.

FISHERMAN CAUGHT.

Dynamite was produced in Magistrate Orme's Court this morning when Inspector Spear, of the Water Police, charged the master of a fishing boat with having, had in his possession, 36 detonators and 35 sticks of dynamite without a permit. The Inspector said that when the police seized the detonators, the defendant threw a box into the sea, but fortunately it did not sink. When opened it was found to contain the dynamite. The detonators, added the Inspector, were fitted with 1½-inch waterproof fuses. It was obvious therefore, that the dynamite was intended for use in catching fish. The Magistrate imposed a fine of \$100 or two months.

WHY.

DOES WATER BOIL WHEN PUT ON FIRE?

Just as the application of heat to water causes a chemical change, resolving the water into the gases of which it is composed, so also the combination of water and lime causes a chemical reaction which produces a large amount of heat, precisely as other chemical changes result in the formation of heat in the course of their action.

Quicklime is a compound of calcium and oxygen, bearing the chemical name of "calcium oxide," and the symbol of formula "CaO"—meaning that it is made up of one part of calcium (Ca) and one part of oxygen (O). If water is added, the water and the lime combine: very powerful. The latter draws the former into itself, just as if it were sucking a violent thirst, the result being what is known as "slaked lime" or lime to which water has been added. Here the formula becomes a combination of that of the lime (CaO) and that of the water (H₂O) or (CaO) 2H₂O—there being now two parts of oxygen as well as two parts of hydrogen. It is the violence with which the quicklime seeks to draw the water into itself, which gives rise to the heat and causes the water to boil and bubble as if it were over an open flame.

(being part of the aforesaid 17,495 new ordinary shares) in respect of every two shares of the Company held by such persons as aforesaid and in satisfaction of such aforesaid bonus."

This resolution on being seconded by Mr. Mok Fook Tung was unanimously carried. The meeting concluded with the remark of the Chairman that according to the Articles of the Company no confirmatory meeting was required in regard to the resolutions passed at this meeting.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-CANTON LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only). From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Manxton, 113, Queen's Road, Hong Kong.

DODWELL & COMPANY, LTD.

NEW YORK AND/OR BOSTON.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FURTHER having been re-opened for traffic, cargo is also accepted for this port via through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE. Via SINGAPORE, PENANG and COLOMBO.

S.S. "CILICIA" Sailing on or about 10th August. Cargo only.

FOR SHANGHAI.

S.S. "CILICIA" Sailing end of July. Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to SOUTH AFRICAN PORTS FROM COLOMBO.

S.S. "UNRUZI" Sailing about July 30th. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to: DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP ROTTERDAM & HAMBURG—Monthly Direct Service via Singapore and Hong Kong. S.S. "MARU" Sailing on or about 1st July.

BUENOS AIRES—Buenos Aires, Montevideo, Rio de Janeiro & Cape Town via Singapore. S.S. "MARU" Sailing on or about 1st July.

TACOMA MARU—Regular fortnightly service via Singapore. S.S. "MARU" Sailing on or about 1st July.

DELHI & BANGKOK VIA SINGAPORE & SINGAPORE—Regular Monthly Service. S.S. "MARU" Sailing on or about 1st July.

BURRO MARU—Friday, 1st July. Excellent accommodation for 1st and 2nd class passengers.

STONEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan. Regular fortnightly service with intermediate ports in Japan taking cargo to OCEANIC PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ARVIA MARU—Saturday, 9th July. ARIZONA MARU—Wednesday, 20th July.

NEW YORK—Via PANAMA. S.S. "MARU" Sailing on or about 1st July.

NEW ORLEANS—Via SUEZ. S.S. "MARU" Sailing on or about 1st July.

JAPAN PORTS—Shanghai, Yokohama and Kobe.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMATU MARU—Sunday, 3rd July. TAKAO VIA SWATOW AND AMOY.

SOSHI MARU—Thursday, 30th June. For sailing dates and further particulars please apply to: Y. YASUDA, Manager, No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

"DEUCALION" Via Suez Canal, 3rd July. "CITY OF NORWICH" Via Suez Canal, 15th July. *Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to: BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG & CANTON. REIMS & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" Sailing on or about 30th June.

For Freight and Passage, apply to: THE CHINA & AUSTRALIA S.S. CO., LTD. Agents.

Telephone No. 2207 113, Cornsight Road Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW AND BANGKOK	KINCHOW	June 28, at 10 a.m.
SHANGHAI AND PUKOW	SUNSHINE	June 28, at Noon.
AMOY AND HANGHAI	SUNSHINE	June 30, at Noon.
SHANGHAI AND TUNGTAO	SUNSHINE	July 2, at 9 a.m.
HONGKONG, PAKHOI & HAIPHONG	KINCHOW	July 2, at 9 a.m.
SHANGHAI & PUKOW	SUNSHINE	July 2, at 4 p.m.
SHANGHAI AND TUNGTAO	SUNSHINE	July 2, at Noon.
SHANGHAI AND PUKOW	SUNSHINE	July 2, at Noon.
SHANGHAI AND TUNGTAO	SUNSHINE	July 2, at Noon.

Saloon accommodation, midships. Electric Fans in Saloon and Cabin. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wanning.

BANKING LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to: BUTTERFIELD & SWIRE, AGENTS.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE.

Calling Shanghai-Kobe-Yokohama.

S.S.	LEAVE HONGKONG	ARRIVE SEATTLE
"WHEATLAND MONTANA"	July 30th	Sept. 2nd
"SILVER STATE"	Aug. 13th	Sept. 15th
"CROSSKEYS"	Aug. 13th	Sept. 15th
"KEYSTONE STATE"	Sept. 2nd	Sept. 22nd
"WENATCHEE"	Oct. 2nd	Oct. 22nd

FOR PORTLAND DIRECT.

Calling Shanghai-Kobe-Yokohama.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478 5th Floor, Hotel Manxton

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON. Via Panama

"BELLFLOWER" July 15th.

For freight space and particulars apply to:—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478 AGENTS 5th Floor, Hotel Manxton

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

CADAPETTA Sailing July 6th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

LAKE ONAWA Sailing Aug. 2nd. OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Hotel Manxton. Telephone 2477 & 2478. Passenger Office. QUEEN'S BUILDING, 113, QUEEN'S ROAD.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Soerabaya, Macassar and Balikpapan. S.S. "CHERIBON MARU" Sailing on or about 4th July.

FOR JAPAN.

Ports of call—Mojji, Kobe, Osaka and Yokohama. S.S. "MACASSAR MARU" Sailing on or about 29th June. S.S. "SAMABANG MARU" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further information please apply to:—

K. SUZUKI,

Manager, No. 5, Queen's Road Central.

HOME VIA CANADA.

Hongkong to England.

Via Shanghai, Nagasaki, (Mori) Ke, Yokohama, Vancouver & Montreal.

FROM	STEAMERS	DATE	FROM	STEAMERS	DATE
Japan	July 13	Aug. 3	France	Aug. 13	Aug. 19
Asia	Aug. 18	Sept. 8	France	Aug. 13	Aug. 19
Russia	Aug. 18	Sept. 8	France	Aug. 13	Aug. 19
Montevideo	Aug. 23	Sept. 16	France	Aug. 13	Aug. 19
Asia	Sept. 15	Oct. 3	France	Aug. 13	Aug. 19
Japan	Sept. 20	Oct. 11	France	Aug. 13	Aug. 19
Russia	Oct. 13	Oct. 31	France	Aug. 13	Aug. 19
Montevideo	Oct. 28	Nov. 19	France	Aug. 13	Aug. 19

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transatlantic Trains Daily. Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD. Hong Kong Office. Telephone 722. Cable Address: CANPAC.

CHINA MAIL S.S. CO., LTD.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu.

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

July 15th Aug. 8th Sept. 8th

HONGKONG to MANILA

S.S. "NANKING" August 30th

HONGKONG to SINGAPORE

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

June 28th at 3 p.m. July 22nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT, 100, QUEEN'S ROAD, HONG KONG.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT. No. 1894. No. 2181.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Seaside Light and Fans in Saloons and Decks. Excellent Cuisine.

SWATOW, AMOY & POOCHOW AND RETURN.

(Quitting 8 to 10 Days)

STEAMERS	CAPTAIN	LEAVING
HAIKONG	Capt. W. O. Patterson	TUESDAY, 28th June, at Noon.
HAICHING	Capt. A. E. Brown	FRIDAY, 1st July, at Noon.
HAIBOONG	Capt. W. Cooper	TUESDAY, 5th July, at Noon.

Arrivals and Departures from the Company's Wharf (near Shai Kien).

For FREIGHT and PASSAGE apply to:—

General Manager. DOUGLAS LAFRAIK & Co.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

"OCEAN MONARCH" Via Suez, 10th July. Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DURGAM BAY, DURBAN (and EAST LONDON), PORT GARDEN and JAPANESE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to:—

THE BANK LINE, LTD. Managers Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For LONDON, GLASGOW, ROTTERDAM & HAMBURG. CITY OF BRISBANE. 10th July.

Subject to change without notice.

THE BANK LINE, LTD. General Agents.

Or to REIMS & Co., Canton.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

July	Steamers	From
4	R. F. F.	Hongkong
11	J. C. L.	Tientsin
18	R. F. F.	Hongkong
25	R. F. F.	Hongkong
1	R. F. F.	Hongkong
8	R. F. F.	Hongkong
15	R. F. F.	Hongkong
22	R. F. F.	Hongkong
29	R. F. F.	Hongkong
5	R. F. F.	Hongkong
12	R. F. F.	Hongkong
19	R. F. F.	Hongkong
26	R. F. F.	Hongkong
3	R. F. F.	Hongkong
10	R. F. F.	Hongkong
17	R. F. F.	Hongkong
24	R. F. F.	Hongkong
31	R. F. F.	Hongkong

FROM JAPAN.

July	Steamers	From
5	R. F. F.	Tydena
12	R. F. F.	Tydena
19	R. F. F.	Tydena
26	R. F. F.	Tydena
3	R. F. F.	Tydena
10	R. F. F.	Tydena
17	R. F. F.	Tydena
24	R. F. F.	Tydena
31	R. F. F.	Tydena
7	R. F. F.	Tydena
14	R. F. F.	Tydena
21	R. F. F.	Tydena
28	R. F. F.	Tydena
4	R. F. F.	Tydena
11	R. F. F.	Tydena
18	R. F. F.	Tydena
25	R. F. F.	Tydena
1	R. F. F.	Tydena
8	R. F. F.	Tydena
15	R. F. F.	Tydena
22	R. F. F.	Tydena
29	R. F. F.	Tydena
5	R. F. F.	Tydena
12	R. F. F.	Tydena
19	R. F. F.	Tydena
26	R. F. F.	Tydena
3	R. F. F.	Tydena
10	R. F. F.	Tydena
17	R. F. F.	Tydena
24	R. F. F.	Tydena
31	R. F. F.	Tydena

FROM MANILA.

July	Steamers	From
25	R. F. F.	Protestant
2	R. F. F.	Protestant
9	R. F. F.	Protestant
16	R. F. F.	Protestant
23	R. F. F.	Protestant

FROM JAVA.

July	Steamers	From
20	J. C. L.	Tydena
27	J. C. L.	Tydena

FROM CALCUTTA.

July	Steamers	From
4	R. F. F.	Gregory Apar.

FROM SYDNEY AND MELBOURNE.

July	Steamers	From
4	R. F. F.	Ranona

FROM VANCOUVER.

July	Steamers	From
14	R. F. F.	Protestant
21	R. F. F.	Protestant
28	R. F. F.	Protestant
4	R. F. F.	Protestant
11	R. F. F.	Protestant
18	R. F. F.	Protestant
25	R. F. F.	Protestant
1	R. F. F.	Protestant
8	R. F. F.	Protestant
15	R. F. F.	Protestant
22	R. F. F.	Protestant
29	R. F. F.	Protestant

FROM SEATTLE.

July	Steamers	From
30	A. L.	Keystone State

FROM SAN FRANCISCO.

July	Steamers	From
22	C. M.	Nile

SHIPPING P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DELWARA"	5,400	8th July	Singapore, Colombo & Bombay.
"SYRIA"	7,000	8th July	MASSILLON, LONDON & A'warp.
"KALAN"	8,000	8th Aug.	MASSILLON, LONDON & A'warp.
"MANILA"	7,900	19th Aug.	MASSILLON, LONDON & A'warp.
"KASHMIR"	9,100	2nd Sept.	MASSILLON, LONDON & A'warp.
"KEYBER"	8,000	19th Sept.	MASSILLON, LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TORBILLO"	5,800	12th July	Calcutta, via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,500	29th June	Sandakan Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"KAROWNA"	7,000	25th July	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"SYRIA"	7,000	28th June	Shanghai and Japan.
"KALAN"	8,000	8th July	Shanghai and Japan.
"KAROWNA"	7,000	5th July	Yokohama and Kobe.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.N. Company's steamers between Singapore and (Malacca, or Singapore and Madras in lieu of the section of the P. & O. steamer) to Colombo.
All Cables are fitted with Electric Fans free of charge.
Passengers and Sailors are liable to be cancelled or altered without notice.
Parcels Messing not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be received. No claims will be admitted after the goods have left the Godowns.
For Further Information, Passengers, Freight, and other, apply to—
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG. Agents.

E. H. ING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Woe Street, Central.

N. Y. K.
NIPPON YUSEN KAISHA.
SAILINGS FROM HONGKONG SURVEY TO ALBATROSS.

SEATTLE & VICTORIA OR VANCOUVER via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overseas Ports U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omit, Manila) ... Tuesday, 12th July, at 11 a.m.
SUWA MARU ... Friday, 25th July, at 11 a.m.
FUSUMI MARU ... Friday, 9th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU ... Friday, 8th July, at 11 a.m.
YOKOHAMA MARU ... Saturday, 21st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

TRUYAMA MARU ... First half of July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.
ARI MARU ... Tuesday, 16th Aug., at 11 a.m.

NEW YORK via PANAMA.

TAKEUCHI MARU (via Suez) ... Beginning of July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU ... Thursday, 20th June.

TOTOMI MARU ... Thursday, 7th July.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Saturday, 25th June.

MURORAN MARU ... Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Sunday, 17th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YEBOSHI MARU ... Sunday, 2nd July.

For further information apply to—
NIPPON YUSEN KAISHA
S. YASUDA, Manager.
Telephone No. 222.

FAR EASTERN TRADE.

NEW AMERICAN MISSION.

FIVE DAYS IN HONGKONG.

The San Francisco Chamber of Commerce will take over the entire passenger capacity of one of the largest Shipping Board combined passenger and freight vessels for a "good will" excursion to Hawaii, Japan and the Far East starting on or around September 3. The party is expected to number 175.

Among the places visited will be Honolulu, Yokohama, Kobe, Shanghai, Manila, Singapore, Saigon, Haiphong, Hongkong, Canton, and Tokyo. Side trips will be taken to Kyoto, Osaka and other points. The excursion will last ninety days.

From Honolulu the party will sail for Yokohama where a three day stay will be made, permitting visits to interior cities of Japan. Leaving Yokohama the vessel will proceed to Kobe where two and a half days will be spent in sight-seeing.

From Kobe to Shanghai is a two day's trip and there the ship will remain eight days permitting members of the party to visit many cities and communities in the Chinese hinterland.

Manila will be the next port of call and a solid week will be spent touring the Philippines, the enormous resources and commercial possibilities of which are only beginning to be realized by American investors.

The next visit will be made to Soerabaya in the Dutch East Indies where five days will be spent. A two-days trip will then land the excursionists in Singapore, the political and commercial metropolis of the Straits Settlements, where the ship will stay to three days. From there the party will proceed to Saigon in French Indo-China and four days will be divided between this port and Haiphong.

Hongkong will be the next call and five days have been allowed for touring the country about this great emporium of the British dominions in the Orient. From Hongkong the party will begin the homeward voyage stopping briefly at Shanghai and Honolulu en route.

The tentative date of sailing from San Francisco is September 3 and the excursion is scheduled to return on December 1.

Membership in the party is open to San Francisco business men, their wives and other members of their families. The accommodations will be limited to 175 persons or less.

Regarding the purposes of the excursion Mr. G. Marshall Dill, Chairman of the foreign trade committee of the chamber, states:

"San Francisco has arrived at a period in her relationship with the

SOMETHING DEPENDABLE.

DIARRHOEA is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Colic and Diarrhoea Remedy is prompt and effective. It can always be depended upon. For sale by all Chemists and Storekeepers.

LESS BURGUNDY.

VINEYARD CROPS LOST THROUGH FROST.

SOME OF THE BEST UNHARMED.

It is now known that the heavy frosts of April completely destroyed this year's crop in most of the vineyards to the north of Dijon, the centre of the Burgundy country. The famous Mercey vineyards, with their mellow vintage beloved by all connoisseurs, have been ruined by the frost and there will be no 1921 Burgundy.

The same must be told of the Volnay fields, where the desolation is complete. It is many years since frost destroyed the Volnay vines, whose red, rich wine is one of the finest that Burgundy produces.

The Meursault and Montrachet vineyards, which provide the white wine that gives delight to drink with oysters, also have been ruined.

The extensive Beaune vineyards have not been damaged very badly. Pommard is likely to suffer considerably for the loss has equalled two-thirds of this year's crop.

The only redeeming feature in the news from the Burgundy country is that the Nuits vineyards, to the south of Dijon, have not been much affected. Nuits vineyards include some of the best red Burgundies.

All drinkers of Burgundy will rejoice that even if the frost has destroyed most of this year's wine it has not destroyed all the choicest.

peoples of the Orient, which is compelling her to assume a very definite responsibility.

"When sixty years ago the merchants of San Francisco reached out across the Pacific, little did they dream that some day this city would take to itself the responsibility of keeping open the gateway between the Far East on the one hand, and the American continent on the other. This position has been developed within a period of very few years.

The war has forced us into such an important position in the eyes of the world, that it has become necessary for San Francisco to respond.

"This city, the chief asset and pride of which is its harbour, must learn to think in terms of the Orient. We who live here must educate ourselves as well as our friends in the Orient.

"Those who have planned this trip, take a very serious view of its ends: it is not an excursion nor a sight-seeing tour; it is expected that the personnel of the party will reflect an ideal. It is hoped that the people of the Far East in welcoming those we send forth, will recognize that San Francisco is extending the hand of good fellowship, that we are paying our neighbours long owed calls, that we are trying to establish a feeling in the mind of our Oriental friends, that we want to know them better, that we want to share in their ambitions, and that we do sincerely care for their friendship and their trade."

SHIPPING.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line.)

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Hongkong, April 1, 1912.

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NIPPON YUSEN KAISHA.

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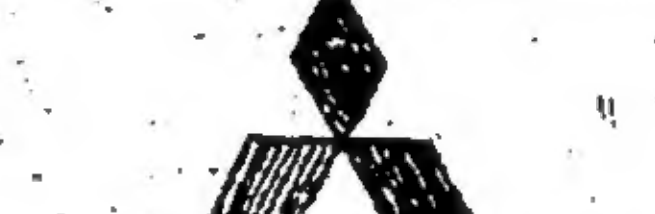
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Hongkong, June 24, 1921.



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LOCAL RACING.

SATURDAY'S GYMKHANA.

SUCCESSFUL FIXTURE AT
HAPPY VALLEY.

Held in bright, sunny weather the Hongkong Jockey Club's extra gymkhana meeting attracted a big crowd of racers to Happy Valley on Saturday. The racing was good and the fixture passed off most successfully. Favorites were well represented amongst the winners on Saturday afternoon and consequently the pari-mutuel dividends were uniformly moderate. The best proposition of the day was Peanut's win in the Distance Handicap which brought in a return of \$179.30. Riding honours were shared between Mr. Soares who commenced by winning the first two races and subsequently added a second and two thirds to his score and Mr. Doyle who rode three winners and also annexed a couple of thirds. It was distinctly an "off" day for Mr. Bell-Irving who could only manage a third and a second.

His Excellency the Governor, the General Officer Commanding and the Colonial Secretary were amongst the gathering on Saturday and a great deal of pleasure was added to the meeting by the capital musical programme furnished by the band of the Wilts. Regiment under Bandmaster Eason.

OFFICIALS.

Patron—H. E. Sir R. E. Stubbs, K.C.M.G.
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Stewards—The Hon. Sir C. Paul Chater, Kt., C.M.G., Hon. Mr. A. G. Stephen, Lieut.-Col. G. K. Hall Brunt, Messrs. R. M. Dyer, Henry Humphreys, D. G. M. Bernard, Lieut.-Col. W. Loring, R.A., C.M.G., D.S.O., Brig-General E. B. Macnaughton, C.M.G., D.S.O., Messrs. H. P. White, J. Bell-Irving, and H. Birkett (Clerk of the Course).

Gymkhana Committee—Messrs. C. H. Bissan, D. E. Clark, T. Leitch, Dr. C. Forsyth, and Major Timmis. In Charge of the Scale—Messrs. H. Birkett, T. Leitch, R. M. Dyer, Sartor—Brig.-Gen. E. B. Macnaughton.

Field—Mr. H. P. White and Dr. C. Forsyth.
 Timekeeper—Mr. A. E. S. Alves.

1.—THREE-QUARTER MILE

For Subscription Griffins of both classes, any season, which have run and not won at Gymkhanas this season—1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Mr. Ferdinand's Pawnshop, 155 lbs. (Mr. Soares) 1
 Hon. Mr. P. H. Holyoak's 155 lbs. (Mr. Gibson) 2
 Sir Ellis Kadoorie's Repulse Bay Chief, 152 lbs. (Mr. Doyle) 3
 Mr. B. Basto's Frampton, 158 lbs. (Mr. Potts) 0
 Mr. Tricolore's Quo Vadis (late Field Child), 158 lbs. (Mr. Kremer) 0
 Mr. C. R. Thompson's Shooting Star, 155 lbs. (Mr. Thompson) 0
 Messrs. Rich and Seggie's Don Juan, 155 lbs. (Capt. Spinks) 0
 Messrs. Hossie and Lay's By Jingo, 149 lbs. (Major Timmis) 0
 Three lengths between first and second; 2 length between second and third.
 Time: 1min. 36secs.
 Pari-mutuel. Cash Sweep.
 Winner: \$14.80 Ticket No.
 1. 5.20 221, \$1,631.00
 2. 5.60 218, 466.00
 3. 5.20 332, 233.00
 Unplaced starters, \$20 each—Nos. 119, 310, 246, 78, 90.

2.—FIVE FURLONGS RACE.

HANDICAP.

For China Ponies. 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.
 Mr. Soares' Dandy Child, 153 lbs. (Mr. Soares) 1
 Mrs. Leslie Smith's Louisa, 152 lbs. (Major Timmis) 2
 Mr. T. M. Leitch's Spynie, 156 lbs. (Mr. Doyle) 3
 Mr. H. P. White's Merryland, 155 lbs. (Mr. Kremer) 0
 Mr. Dyer's Harlequin, 155 lbs. (Mr. Thompson) 0
 Mr. John Bell-Irving's Miserrimus Doleful, 154 lbs. (Mr. J. Bell-Irving) 0
 Mr. Frederick Ellis's Pantale, 150 lbs. (Mr. Seth) 0
 Mr. Albert's Spoilt Child, 149 lbs. (Mr. Gibson) 0
 Mr. Blank's Cranby, 149 lbs. (Mr. Sewell) 0
 Mr. P. C. Potts' Coal King, 148 lbs. (Mr. Potts) 0
 Mr. Grimstone's Black Nut (late Ludlow), 145 lbs. (Col. P. A. Cox) 0
 Mr. Ferdinand's Tuckshop (late Only Hope), 145 lbs. (Mr. Remedios) 0

A neck between first and second; between second and third, a short head.

Time: 1min. 18.3secs.

Pari-mutuel. Cash Sweep

Winner: \$49.80 Ticket No.
 1. 9.10 274, \$1,999.00
 2. 30.70 450, 571.40
 3. 6.70 593, 285.70
 Unplaced starters, \$20 each—Nos. 129, 580, 190, 406, 192, 583, 617, 664, and 326.

3.—CLASS HANDICAP: "A" CLASS: ONE MILE.

For China Ponies. 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.
 Mr. H. Birkett's Flywheel, 153 lbs. (Mr. T. W. Doyle) 1
 Messrs. Rich & Seggie's Don Juan (late Workshop), 149 lbs. (Mr. Gibson) 2

Mr. Sprague's Lightning, 149 lbs. (Mr. Sprague) 2

Mr. John Bell-Irving's Tiddley-winks, 153 lbs. (Mr. J. Bell-Irving) 3

Mr. E. Des Vaux's Froze, 155 lbs. (Col. P. A. Cox) 0

Mr. Tricolore's Humourist (late Forest Child), 150 lbs. (Mr. Kremer) 0

Mr. H. P. White's Carpenter, 150 lbs. (Mr. Soares) 0

Dr. C. Forsyth's Neston, 148 lbs. (Mr. Thompson) 0

A head between first and second; a neck between second and third.

Time: 2mins. 11secs.

Pari-mutuel. Cash Sweep.

Winner: \$13.80 Ticket No.
 1. 6.50 586, \$2,306.50
 2. 13.50 85, 659.00
 3. 6.70 281, 329.50
 Unplaced starters, \$20 each—Nos. 422, 502, 334, 193.

4.—DISTANCE HANDICAP: ABOUT HALF A MILE.

For all China Ponies. Pegs placed on the outside edge of course and chalk lines marked the position of each pony according to the handicap (in yards) conceded. Open to ponies owned by members of the Jockey and Polo Clubs. 1st prize, \$200; 2nd prize, \$80; 3rd prize, \$60.

Mr. Grimstone's Peanut (Mr. Grimstone) 1

Mr. P. A. Cox's Red Coat (Col. P. A. Cox) 2

Mr. M. Blood's Fighting Tiptoe (Mr. Hastings) 3

Mr. Seth's Moonshine (Mr. Seth) 0

Mr. Blank's Cranby (Mr. Sewell) 0

Sir Ellis Kadoorie's Stanley Chief (Mr. T. W. Doyle) 0

Mr. C. R. Thompson's Shooting Star (Mr. Thompson) 0

Mr. Blank's King Harry (Mr. Gibson) 0

Mr. Topside's Mountain Stream (Mr. J. Bell-Irving) 0

Mr. P. C. Potts' Moorland King (Mr. Potts) 0

Hon. Mr. P. H. Holyoak's Peradventure (Mr. Bartholomew) 0

Capt. E. G. Spinks' Decho (late Sportsman Arctichoke) (Capt. Spinks) 0

Mr. C. P. Templeton's Moutly (Mr. Templeton) 0

Mr. J. E. H. Bibby's Givenchy (Mr. Bibby) 0

Mr. C. Sargeant's Springer (Major Timmis) 0

Mr. Frederick Ellis' Lame Duck (Mr. C. M. Alves) 0

Mr. D. W. Last's Murphy (Mr. Sprague) 0

Mr. D. W. Last's Honesty Onion (Mr. D. W. Last) 0

Mr. C. R. Thompson's The Mouse (Mr. Thompson) 0

Three lengths between first and second and a short head between second and third.

Pari-mutuel. Cash Sweep.

Winner: \$179.30 Ticket No.
 1. 46.20 740, \$2,189.90
 2. 23.90 55, 625.40
 3. 24.20 744, 312.70
 Unplaced starters, \$20 each—Nos. 384, 671, 615, 290, 182, 12, 359, 335, 271, 262, 54, 599, 102, 169, 47, 530.

5.—LADIES' NOMINATION.—

VICTORIA CROSS COMPETITION.

Competitors galloped up under fire, over a low hurdle, lifted dummies representing wounded men on to their saddles, and carried them back to winning post. Open to members of the Jockey and Polo Clubs, and Naval and Military Officers. 1st prize, \$50; 2nd prize, \$30; 3rd prize, \$20. Souvenirs presented to the ladies nominating the prize winners.

Mr. J. M. Remedios (Mr. Remedios) 1

Mr. P. M. L. Soares (Mr. Soares) 2

Mr. H. E. Sprague (Mr. Sprague) 3

There also competed—Mr. R. M. P. Beaven, Mr. J. E. H. Bibby, Lieut.-Col. P. A. Cox, Mr. T. W. Doyle, Mr. S. E. Grimstone, Mr. J. Bell-Irving, Mr. D. W. Last, Mr. A. H. Potts, Mr. G. W. Sewell, Capt. E. G. Spinks, and Major A. W. Timmis.

Pari-mutuel. Cash Sweep.

Winner: \$36.00 Ticket No.
 1. 14.10 601, \$2,242.80
 2. 16.70 693, 640.80
 3. 16.60 717, 320.40
 Unplaced starters, \$20 each—Nos. 312, 285, 117, 531, 277, 352, 703, 401, 719, 100 and 576.

6.—CLASS HANDICAP: "B" CLASS: ONE MILE.

For China Ponies. 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.
 Dr. C. Forsyth's Leighton, 155 lbs. (Mr. Doyle) 1
 Messrs. Rich & Seggie's Don Juan (late Workshop), 149 lbs. (Mr. Gibson) 2

Mr. Albert's Spoilt Child, 148 lbs. (Mr. Soares) 3

Mr. Dyer's Harlequin, 155 lbs. (Mr. Thompson) 0

Sir Ellis Kadoorie's Repulse Bay Chief, 154 lbs. (Mr. J. Bell-Irving) 0

Mr. Ferdinand's Tuckshop (late Only Hope), 148 lbs. (Mr. Sewell) 0

Mr. B. Basto's Tweedledum, 147 lbs. (Mr. Potts) 0

Mr. Tricolore's Quo Vadis (late Field Child), 146 lbs. (Mr. Kremer) 0

Messrs. Hossie & Lay's By Jingo, 145 lbs. (Major Timmis) 0

A length between first and second; four lengths between second and third.

Time: 2mins. 10.2secs.

Pari-mutuel. Cash Sweep.

Winner: 10.60 Ticket No.
 1. 5.50 624, \$2,514.40
 2. 11.60 566, 718.40
 3. 6.00 101, 359.20
 Unplaced starters, \$20 each—Nos. 605, 273, 805, 477, 652, and 216.

7.—HANDICAP: ONE AND A QUARTER MILE RACE.

For China Ponies. 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$75.
 Sir Ellis Kadoorie's Hongkong Chief (Mr. T. W. Doyle) 1
 Mr. John Bell-Irving's Jewelford (late Dolphin), 162 lbs. (Mr. J. Bell-Irving) 2
 Mr. Ferdinand's Pawnshop, 155 lbs. (Mr. Soares) 3
 Mr. Seth's The Ameer, 156 lbs. (Mr. H. Seth) 0
 Mr. P. A. Cox's September Morn, 152 lbs. (Mr. P. A. Cox) 0
 Mr. Tricolore's Humourist (late Forest Child), 152 lbs. (Mr. P. Kremer) 0
 Mr. Dyer's Beggar King, 150 lbs. (Mr. Thompson) 0
 Mr. B. Basto's Frampton, 147 lbs. (Mr. Potts) 0

A head between first and second; half a length between second and third.

Time: 2mins. 44.2secs.

Pari-mutuel. Cash Sweep.

Winner: \$16.60 Ticket No.
 1. 6.40 671, \$5,702.90
 2. 5.90 558, 1,629.40
 3. 7.20 893, 814.70
 Unplaced starters, \$50 each—Nos. 166, 28, 72, 238, 327.

AMENITIES OF THE ROAD.

SUMMONS AGAINST POLICE CAR DISMISSED.

MAGISTRATE'S INTERESTING DECISION.

That it is not an offence for the driver of a car, "proceeding at a reasonable speed," to refuse to allow another car to pass was the substance of Magistrate Lindsell's finding on Saturday, when he gave judgment in the case in which Mr. H. A. Lammett summoned the driver of police car No. 11, for impeding his and other cars, by driving much to the right of the centre of the road, at a speed not exceeding 13 miles an hour, while travelling to Repulse Bay on the night of June 11.

Mr. T. H. King, D.S.P., who was a passenger in the car, accepted all responsibility in the matter, and his reply to the charge was a denial that the police car had not kept to the left of the road, or that it had been driven at an unduly low speed. Mr. King declared that his speedometer showed 18 m.p.h., against Mr. Lammett's and his witness's statement that their cars travelled at 13 m.p.h., and were constantly in the exhaust of Mr. King's car. Mr. King further declared that the trip from the University to Repulse Bay was made in 32 minutes, which showed that the police chauffeur had driven on the fast side, if anything.

The Magistrate decided at the previous hearing that the whole question was one of speed, and adjourned the summons in order that Mr. King's speedometer might be tested.

At the resumption on Saturday, Mr. D. H. Blake appeared on behalf of the Hongkong Automobile Association. He said that he wished to address the Magistrate on the legal aspect of the case. The summons, he said, had been issued under Section 17 of the Regulations, which read—

A driver shall not allow his vehicle to obstruct a vehicle or person on the road, or a car on a tramway.

There is a further regulation which is relevant, and that is Regulation 24, which states—

A driver shall drive on the left side of the road.

There is a further regulation which appears to have been hinted at by way of defence, viz., Regulation 19, which says—

A driver shall not drive a vehicle recklessly or negligently or at a speed or in a manner which is dangerous to the public having regard to the circumstances of the case including the nature, condition and use of the road and the amount of traffic which is or may reasonably be expected in such road.

That has been brought up, or hinted at, as a defence. I would refer your Worship to Halsbury, Vol. 21, p. 412, under the heading—

NEGLIGENCE IN REGARD TO HIGHWAYS.

If a person in charge of a vehicle or beast of burden meets or is overtaken by another vehicle or person or beast of burden it is his duty to keep to the left or near side of the highway to promote passage.

It is "his duty" to promote passage; those are the important words.

The Magistrate: Is that in the Highways Act, 1835?

Mr. Blake: I think that is so, but I have not been able to get it in time. It goes on—

Failure to observe any of these duties also renders him liable to a penalty, but non-observance of the rule of the road, while casting upon the person who neglects it a more stringent obligation to take care is not of or by itself conclusive evidence of civil liability for the consequences of an accident.

That referred to a case of *Nuttall v. Pickering* (King's Bench, 1913, p. 14).

The Magistrate: A civil case.

Mr. Blake: That was an appeal from the decision of Magistrates. The facts were shortly as follows—

A heavy vehicle, a lorry, was passing down a highway. A motor car came behind and wanted to pass. The driver, for some reason, pulled over to the right of the road and waved to the driver of the car to pass him on the left. The driver of the motor car passed on the left and police court proceedings were instituted for obstruction. I think the point there was whether under the rule of the road he should have kept to the near side instead of pulling over to the right. On this case, Lord Alverstone says—

The gist of the offence is not allowing a free passage, and that assumes there is some other vehicle which is desirous of passing and which is prevented from so doing by the fact that the vehicle in front is not keeping to its near side.

I respectfully submit that in this case Mr. King's car was undoubtedly not drawn in to the near side of the road and by that fact it did obstruct the prosecutor from passing and therefore there is an offence under Section 17 of the Regulations. The mere fact that, in Mr. King's opinion, he may or may not have been driving at the maximum safe speed on the road is totally irrelevant. As your Worship is well aware, there is no speed limit except in control areas in this Colony; it is merely a matter of driving to the danger of the public. If Mr. King or any other driver or motor car user in the Colony edges in to the left and fulfils the rule of the road and suffers damage in that a car passes him recklessly and dangerously, so as to cause him damage, he has a civil right against that person and he may also lay a complaint before the magistrates. But he is not entitled to become the magistrate himself and to hold up traffic because he thinks that he, personally, is driving quite fast enough and therefore that any person who passes him will break, not "has broken," a regulation.

The Magistrate: You don't agree that "Prevention is better than cure?"

Mr. Blake: What is "prevention"? Prevention of what?

The Magistrate: If a police officer considers that he is driving at a reasonable speed it is up to him to prevent other people going at more than a reasonable speed.

Mr. Blake: I don't agree with you on that because it is a matter,

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COMPELLED TO STEAL.

CHINESE BOY'S MISFORTUNES.

THEFT OR STARVATION.

entirely, of evidence, as to whether he was or was not going too fast, and it is a matter for prosecution under a different section. In this case the prosecutor was driving his car and did signal that he wanted to pass. I take it Mr. King will not deny that it would have been perfectly safe to draw in his car!

The Magistrate: Of course, Mr. King denies that he deliberately prevented Mr. Lammett from passing. Mr. Blake: It is admitted that he never gave him a signal to pass. (On this point Mr. Blake quoted a newspaper report of the previous hearing).

The Magistrate remarked that this was to the effect that Mr. King could not say whether a signal was given or not; he did not see his driver signal.

Mr. King: My evidence in the box was that Mr. Lammett had opportunity to pass if he wished to. Mr. Blake: In a control area.

Mr. King: No.

Mr. Blake (continuing): I submit most strongly that it was the duty of Mr. King to keep in to the left-hand side of the road the whole time that a car was wanting to pass him. That is the rule of the road, and it was his duty, provided that the road was safe and that he was running no danger of molesting any other user of the road. There is an A.A. rule, I understand, that a driver who is willing that a car shall pass him shall give a signal. We have evidence that Mr. Lammett was annoyed by the exhaust of Mr. King's car and I think we can take it that if there had been a signal given he would have taken advantage of it. Mrs. driving in to the left side of the road for a few seconds does not give a driver opportunity to pass.

The road is narrow; it curves a good deal, and you must have full opportunity to pass. Mr. Lammett would have been quite wrong if he had tried to slip by.

The Magistrate: Carry your argument a bit further: Suppose Mr. King had been going at 35 miles an hour, do you say that he would still have to keep clear if Mr. Lammett wished to pass him at 40?

Mr. Blake: I do your Worship: that is the rule of the road. He ought to "promote" passage. I am not saying that if Mr. King had been going at 35 miles and Mr. Lammett had tried to pass at 40, and there had been an accident, that Mr. Lammett would not have been—in fact, I am sure he would have been—held to blame and responsible in damages. But, in this case, the question is, Did Mr. King obey the rule of the road by keeping in to the left? You get the local custom, by arrangement between drivers, to give a signal when you are ready to allow cars to pass. You are not bound to give that signal by statute Law or Common Law of the Colony, but if he did not give it, and I think you will agree that he did not give Mr. Lammett an opportunity to pass the car, then he did obstruct—a technical offence, perhaps—but he did obstruct and must be convicted.

The Magistrate: Do you wish to say anything, Mr. King?

Mr. King: Only that this summons is for obstruction and not for not keeping to the left of the road.

A tale of misfortune was told by a Chinese youth charged before Magistrate Orme this morning with having snatched a gold car pick from the hair of a girl in Wanchai yesterday.

Defendant frankly admitted the offence, and made a plea for leniency. He said that he used to work as a houseboy for a European on the Peak. In the second moon his master went home. He then went into service with a Portuguese family, but was dismissed two months ago. He had not succeeded in getting work since. "I had to pawn all my clothing to buy food," he said, "and now I have got nothing between me and starvation. I was compelled to steal."

The Magistrate evidently impressed by the defendant's straightforward manner, said that he was inclined to believe his story that he had had a "come down." "I think he has had misfortune of some sort," said Mr. Orme, in passing the light sentence of 2 months' hard labour.

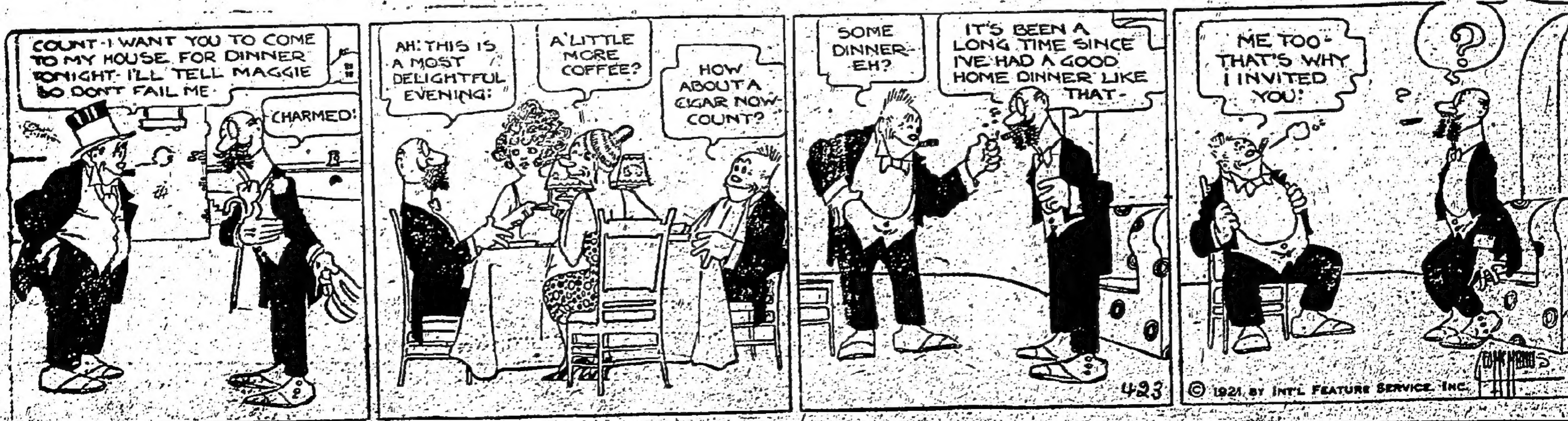
The usual sentence for street snatching is six months' jail with hard labour.

After what fell from your Worship at the last hearing I propose, this morning, to call evidence only as to the correctness or incorrectness of the speedometer. If your Worship is not satisfied or wishes for further evidence, I am prepared to call a European gentleman who was at the back of No. 11 car and who will corroborate the evidence, both of myself and the driver as to the possibility of passing and as to the signal. This morning I have had the speedometer tested by the Hon. sec. of the Automobile Association.

Mr. Bevington, asked by the Magistrate to give the result of his test, said he tested the speedometer over a quarter-mile length of road. It was about "two per cent out. The car was going very slightly faster than the speedometer registered. Practically, the speedometer was absolutely right."

The Magistrate: I do not think I require any further evidence in this matter. I am satisfied, Mr. Blake, that even if the fact is clearly proved, or admitted, I cannot consider it an offence against the law for the driver of a car, proceeding at a reasonable speed, to refuse to allow another car to pass. It may be a breach of motoring etiquette, but not a crime. To constitute the offence of obstruction in this sense, there must surely be some wilful or malicious act, or some negligence, which leads to the obstruction of the highway. Take the case of a truck or ricksha driver who pulls his vehicle along the train-line and refuses to move clear when a train overtakes him. That is the sort of case that is covered by this "obstruction." The summons must be dismissed.

BRINGING UP FATHER.



EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

FOR PEACE IN IRELAND.

LONDON, June 26th. Mr. Lloyd George has written to Mr. De Valera, President of the Irish Republic, saying that the Government is anxious that the King's appeal for conciliation shall not be in vain. Therefore, he invites Mr. De Valera and any of his colleagues to whom safe conduct shall be granted to come to London to explore to the utmost with the Premier of Northern Ireland, Sir James Craig, the possibility of a settlement.

Mr. Lloyd George in his letter, says that the Government make the invitation with a fervent desire to end the unending conflict, which for centuries has embittered relations between the people of England and Ireland, who ought to live in neighbourly harmony and whose cooperation would mean so much not only to the Empire but to humanity.

A similar letter in alternative terms has been sent to Sir James Craig.

The Premier's action is hailed as prescient, the reversal of personal animosity and forms commonly governing negotiations marking a supreme effort on the part of the Government to establish peace, and as a prelude to the abandonment of the policy which is neither war nor peace, because in the event of an unfavourable response the Government will have no alternative but to take up arms in a determined spirit to accomplish by force what apparently cannot be achieved otherwise.

COTTON AGREEMENT.

LONDON, June 26th. The cotton wages agreement assuring industrial peace for at least nine months has been formally signed. The mills reopen on Monday.

SHIMIDZU IN FORM.

LONDON, June 26th. At Wimbledon, in the fourth round, Shimidzu beat Roger Barrett, 6-2, 6-1.

UNITED STATES LABOUR.

PHILADELPHIA, June 26th. The Federation of Labour has overwhelmingly upheld the Executive's repudiation of the International Federation of Trade Unions, and adopted the report condemning the Russian Soviet regime as tyrannical, inimical to labour, and destructive of self-government.

AALAND ISLANDS.

HELSINKI, June 26th. The Council of the League of Nations has accepted the British resolution that Aaland Islands be allocated to Finland, but militarily neutralized.

M. Brandt, while expressing Sweden's profound disappointment, acquiesced in the decision.

LEAGUE OF NATIONS.

LONDON, June 26th. The League of Nations demonstration was favoured by glorious weather and was held in Hyde Park, the nations comprising the League being represented by men in their national dress. Speeches were delivered in many languages.

DUTCH CABINET.

THE HAGUE, June 26th. In connection with the resignation of the Cabinet, the Queen has conferred the leaders of the Left groups in the Second Chamber also the leader of the Socialist Party.

GREECE REJECTS ALLIES' PROPOSAL.

ATHENS, June 26th. The Greek reply to the Allied Note offering to mediate in the Greco-Turkish dispute virtually rejects mediation.

FRENCH RAILWAY DISASTER.

LILLE, June 26th. Twenty persons were killed, and 62 injured, by the derailment of the Lille-Paris express, at Beaumont-lez-Lille, owing to a luggage-van leaving the rails, and upsetting two other coaches.

RECORD AUSTRALIAN SCORE.

LONDON, June 26th. There was a gathering of 14,000 when the Australians met Nottinghamshire at Nottingham, a hot brilliant day. The sun was shining brilliantly, and the wicket was in perfect condition. Armstrong and Collins were not playing on the Australian side, Bardsley captaining the team. Bardsley won the toss, and sent his side in.

The Australians put up 606 runs for the loss of 7 wickets. This was a record in fast scoring during the tour, the Australians compiling 500 in 217 minutes.

The individual score of the season, and the highest recorded in any Australian-England match, beating Armstrong's 303 against Sussex in 1920. Macartney played brilliantly, his wizardry with the bat magnifying the crowd. He had 4 sixers and 47 fours in 233 minutes. He gave a very easy chance in the slips when at 200 and 242, respectively. He was out leg before wicket. On his returning to the pavilion, the crowd displayed the wildest enthusiasm and gave him a great ovation.

Pellow, compiled a century, which included one sixer and 15 fours. He gave an easy chance when at 54.

Bardsley made 50.

The Army beat the Navy by 10 wickets.

DUKE OF MARIENBURG.

PARIS, June 26th. The religious ceremony at the marriage of the Duke of Marlborough and Miss Deveraux was performed by a Scottish minister at the residence of the bride's cousin. There were numerous distinguished guests present.

GOLF CHAMPIONSHIP.

PARIS, June 26th. Hutchison, went round in 74, 222, 73 and won the golf championship. Weathered went round in 77 and 83.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

ADMIRAL SIMS.

WASHINGTON, June 26th. Mr. Denby has publicly repudiated Admiral Sims (for his speech in England regarding Irish sympathizers in the United States).

Admiral Sims has returned to Newport to resume his position as head of the Naval War College. Naval and Senate circles intimate that the incident is now closed.

Washington, June 26th. Leading Republican organs vigorously objected to the official rebuke to Admiral Sims.

The Tribune speaks of a "hyphenated victory" and says that Admiral Sims has been humiliated for telling unchallengeable truths.

MINERS' STRIKE.

LONDON, June 26th. Mr. Lloyd George has invited the coal-miners and miners to a joint conference at the Board of Trade on June 27th. Sir Robert Horne will preside.

The miners' Executive, today, repudiated the representatives of the Trade Union Congress and the Labour Party and then accepted the Premier's invitation to a conference with the coal-owners on June 27th.

It is assumed that the efforts of the Labour leaders will be directed towards reaching a satisfactory settlement, and, as the miners' Executive is prepared to relinquish the demand of a national pool, the prospect of an early resumption are brighter than ever. It is hoped that the miners will return to work on July 4th. The miners' Executive still hopes to secure the Government grant to £10,000,000.

EASTERN TOUR OF PRINCE OF WALES.

LONDON, June 26th. It is understood that the possibility of the Prince of Wales accepting Prince Hirohito's invitation to visit Tokio, is at present being considered in view of the favourable opportunity presented, when the Prince of Wales visits India in November, of attending the tour to Japan.

DISINFECTION OF HORSE-HAIR.

LONDON, June 26th. The committee of inquiry into the question of disinfection of horse-hair reports that large quantities of hair arriving from China are unsatisfactory and disinfection is impracticable, suggests the prohibition of the import of horse and goat hair and the establishment in countries whence the hair is imported of disinfecting stations under the control of a central authority empowered to enforce disinfection of hair prior to manufacture. The Committee adds that Russian, Chinese, Siberian, and Asiatic horse-hair generally is dangerous.

OLD PALESTINE.

Important developments are expected from the work of excavation now being directed by Professor Garstang at the site of the ancient city of Askelon, which is often mentioned in the Bible.

This exploration, assisted by the Palestine Exploration Fund, was stopped during the rainy season, and Professor Garstang returned to England. He has now arrived on the scene of operations again, and a Daily Chronicle representative was informed by the secretary of the fund that the work is now in full swing.

Askelon has a history extending from 1370 B.C. to 1270 A.D. Its ruins are a mystery. Askelon, one of the Pharaohs, reigned there about 1875 B.C. and Sargon is said to have once slain 30 men of Askelon.

STATUE'S FOOT A YARD LONG.

"An excellent feature of the excavation work to-day," said the secretary, "is the fact that all is now being done under British authority and not supervised by the Turks. Previous exploration relics were largely confiscated for the Constantinian Museum. That is all altered. Professor Garstang, who is director of the new department of antiquities in Palestine and director of the British School of Archaeology, is working with a much freer hand."

Amongst discoveries already made are two architectural statues, some pottery specimens, and the remains of a gigantic statue, the foot of which measured a little over a yard, and the debris of a marble shrine.

There are also traces of the Canaanites. One of the excavations now taking place is of a site called the "Peace Pool," and a search is being made for the necropolis of the Philistines.

It is possible that light may be thrown upon the hieroglyphic secret of the Pharaohs, an undeciphered document in stone, about which controversy has raged in antiquarian circles since Dr. Perrier discovered it on the south coast of Crete in 1908.

It is believed to have been of Philistine origin, and the latest theory is that it is the oldest known script of music in the world.

STOMACH AND LIVER TROUBLES.

No end of misery and actual suffering is caused by disorders of the stomach and liver, and may be cured by the use of Chamberlain's Tablets. Give them a trial. For sale by all Chemists and Storekeepers.

BANKS.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL... U.S. \$ 4,000,000
RESERVE FUNDS... U.S. \$ 1,459,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT.

SHANGHAI.

CANTON, HANKOW, MANILA, TIENTSIN,
CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR, Manager.

FARES FOR PUBLIC VEHICLES.

CARRIAGES.

I.—In Victoria, with two Drivers.

Quarter hour... 10 cents
Half hour... 20
One hour... 35
Two hours... 70
Three hours... 105
Day (8 a.m. to 6 p.m.)... 1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per cent.

II.—Beyond Victoria, with four Drivers.

Hour... 0.60 cents
Six hours... 3.60
Day (8 a.m. to 6 p.m.)... 6.00

III.—In the Hill District.

Quarter hour... \$0.15
Half hour... 0.30
One hour... 0.45
Two hours... 0.90
Three hours... 1.35
Day (8 a.m. to 6 p.m.)... 2.00

RICKSHAS.

I.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes... 5 cents
Quarter hour... 10
Half hour... 15
One hour... 25
Two hours... 50
Day (8 a.m. to 6 p.m.)... 1.00

Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour... 5 cents
Half hour... 10
One hour... 15
Every subsequent hour... 10

III.—Tsim Sha Road.

Twenty cents shall be added for each extra box, or part of an hour if the hire exceeds the journey to take longer than—

4th mile... 70 cents... 1 hour
return... \$1.00... 2 hours
Beyond 4th to 6th mile—
single... \$1.50... 2 hours
return... \$2.00... 4 hours
Beyond 6th to 8th mile—
single... \$1.75... 2 hours
return... \$2.25... 4 hours
Beyond 8th to 10th mile—
single... \$2.00... 2 hours
return... \$2.50... 4 hours

Fares for journeys beyond the 10th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsim Sha Road.

EXCHANGE.

Hongkong, June 27, 1921.

On London... 27
Bank Wire... 27
On demand... 27
30 days sight... 27
4 months sight... 27
Credits, 4 months sight... 27
Documentary, 4 months sight... 27

On Paris... 60

On demand... 60

On New York... 48

On demand... 48

On Bombay... 501

On demand... 501

On Calcutta... 501

On demand... 501

On Singapore... 112

On demand... 112

On Manila... 107

On demand... 107

On Shanghai... 107

On demand... 107

On Yokohama... 107

On demand... 107

Gold Loan, 100 lbs (per lb)... 107

Sovereigns (Bank's buying rate)... 107

Silver (per oz)... 107

Hongkong 60 cents sub... 107

Canton 60 cents sub... 107

Bar Silver in Hongkong... 107

Chinese Copper Cash... 107

Rate of Exchange... 107

Chinese Sub. Coin... 107

Hongkong Sub. Coin... 107

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK-DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 a.m. to 8.30 a.m. 10
8.30 a.m. to 11.00 a.m. 15
11.30 a.m. to 12.30 p.m. 15
12.30 p.m. to 1.30 p.m. 10
1.30 p.m. to 5.00 p.m. 15
5.00 p.m. to 8.10 p.m. 10

NIGHT CARS.

8.30 p.m. to 9.30 p.m. 10
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 minutes
10.30 a.m. to 11.00 a.m. 10
11.30 a.m. to 12.00 noon, 15
12.00 noon to 1.00 p.m. 10
1.00 p.m. to 5.30 p.m. 15
5.30 p.m. to 6.00 p.m. 10
6.00 p.m. to 6.30 p.m. 15
6.30 p.m. to 8.10 p.m. 10

NIGHT CARS on Week-days.

SPECIAL CARS by arrangement at the Company's Office, Alexander Building, Des Voeux Road Central.

Season and picnic tickets available for all cars at all ready full running at the time stated in the Company's time table, but not for special cars, can be obtained on application to the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compostable order representing Bank Notes.

JOHN D. HUMPHREYS & SON, General Managers.

HONGKONG STOCK EXCHANGE.

HONGKONG, JUNE 27th, 1921.

OFFICIAL QUOTATIONS.

11 A.M.

T. F. selling rate on London 27.

Shanghai Settlement Exchange 544.

BAUX.

Hongkong Bank \$140 n. ex-rights

do Rights... \$145 n. prem.

East Asia Bank... \$150 b.

MARINE INSURANCE.

Canal Insurance... \$400 b.

North China Insurance... \$144 b.

Union Insurance... \$240 b.

Yonghe Insurance... \$200 b.

Fire Insurance.

Chong Fire Insurance... \$120 b.

Hongkong Fire Insurance... \$115 b.

Savings.

Doughan... \$61 b.

H. K. Steamboats... \$284 b.

Indo-China Bank... \$28 b.

Do (Doll) 270 n. L.R.

Do... \$70 n. H.K.R.

Shell Transport... \$110 n.

Star Ferries... \$31 b.

REVENUE.

China Insurance... \$300 n.

Malacca Sugar... \$45 n.

MINES.

Kailash Mining Adm... 50 n.

Langkat... 24 n.

Shanghai Loans... Comb. \$11 n.

Shanghai Loans... Comb. \$11 n.

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Shanghai Loans... Comb. \$11 n.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... \$15,000,000

RESERVE FUNDS... \$2,500,000

Sterling... \$2,500,000

Silver... \$2,500,000

RESERVE LIABILITY OF... \$15,000,000

PROPRIETORS... \$15,000,000

COURT OF DIRECTORS:

G. T. M. Edin, Esq., Chairman.

G. M. Dodwell, Esq., Deputy Chairman.

A. G. M. Dodwell, Esq., Deputy Chairman.

A. G. M. Dodwell, Esq., Deputy Chairman.

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